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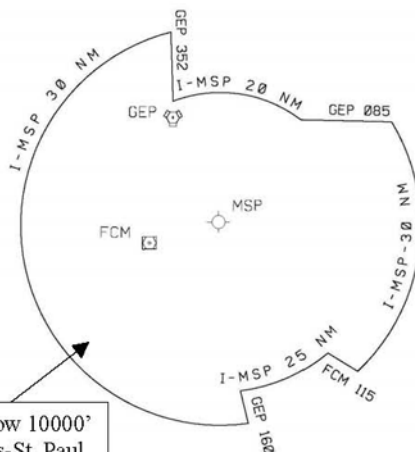
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## World Aeronautical Charts CF-17 and CF-18 Minneapolis, Minnesota, Class B Airspace

The 35th editions of World Aeronautical Charts CF-17, effective August 4, 2005, and CF-18, effective October 27, 2005, do not reflect revisions to the Minneapolis Class B Airspace Area that became effective on February 16, 2006.

The updated Minneapolis Class B Airspace Area will be shown on the 36<sup>th</sup> edition of World Aeronautical Chart CF-17, to be published on August 3, 2006, and the 36<sup>th</sup> edition of World Aeronautical Chart CF-18, to be published on October 26, 2006.

This Airspace Area is correctly depicted on the current editions of the Twin Cities, Green Bay, and Omaha Sectional Aeronautical Charts and the Minneapolis-St. Paul VFR Terminal Area Chart, all effective February 16, 2006. The graphic below depicts the updated Airspace Area.



For flights at and below 10000' MSL see Minneapolis-St. Paul VFR Terminal Area Chart.

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**PROHIBITED AREA P-49, CRAWFORD, TEXAS**

In response to a request from the United States Secret Service, the FAA has established a prohibited area over President George W. Bush's ranch in Crawford, Texas. The prohibited area extends from the SFC up to 5,000' MSL within a 3 NMR of lat. N31°34'45", long. W97°32'00" (ACT242R/15).

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**Bomb Disposal Area  
McAlester, Oklahoma Vicinity**

Bomb disposal area, one NM radius, MLC 240°/006, SFC to 2000 AGL. Times of use: Daily, 30 min after SR to 30 min before SS. Avoidance advised. For further information contact McAlester AFSS.

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**Springhill Airport (SPH), Springhill, LA**

Aerobatic practice conducted at the Springhill (SPH) airport, from SFC to 5000 MSL, within the area defined as having its western boundary along the western edge of Rwy 18/36, extending northward 1000 feet beyond the north end of the runway; then eastward 150 feet to the eastern boundary; then southward parallel to the runway to a line which runs along the southern edge of Rwy 18/36, extending from its western edge 1500 feet to a point where it intersects the eastern boundary. For further information, contact DeRidder AFSS on 1-800-WX-BRIEF (992-7433).

**Alpine, Texas**

Aerobatic practice will be conducted within a rectangular area 3500 by 6000 feet, commencing from the Alpine-Casparis Municipal Airport (E38), extending Northeast and Southwest of Runway 05-23, from SFC to 9000 feet MSL, through April 30, 2007. For further information, contact San Angelo AFSS at 325-223-6041.

**Celina, TX, Four Winds Ranch**

Aerobatic flight activity will be conducted at Four Winds Ranch, bound on the north by County Road 102, on the south by an imaginary line parallel to and 800 feet south of County Road 134, on the west by an imaginary line just east of the three lakes, and on the east by a tree line, SFC to 4500 feet MSL, SR-SS until December 31, 2007. For further information contact Fort Worth AFSS on 1-800-992-7433.

**West of Fredericksburg, TX**

Aerobatic Flight activity will be conducted in an area within an approximate 1 NM radius of CSI 012/22, SFC to 5000 feet MSL. For further information contact San Angelo AFSS on 1-325-223-6006.

**Georgetown (GTU), TX**

Aerobatic flight activity will be conducted within 1 NMR of CWK 342/019, SFC to 4000' AGL. Pilots should use caution within this area. For further information, contact San Angelo AFSS on 1-325-223-6041.

**Godley, TX, Aresti Aerodrome (TE02)**

Aerobatic flight activity will be conducted within 1 NM radius of the JEN VOR 034/042, SFC to 4,500 feet MSL, SR-SS, until January 1, 2008. For further information contact Fort Worth AFSS on 1-800-992-7433.

**Grayson Cty Arpt, Denison, TX (GYI)**

Aerobatic flight activity will be conducted within a 2 NM radius of the BYP VOR 290/024.4, SFC to 5700 feet MSL, SR-SS daily. Pilots should use caution when operating in this area. For further information contact Fort Worth AFSS on 1-800-992-7433.

**Hondo Muni (HDO), Hondo, TX**

Aerobatic flight will be conducted in a 2 NM radius of Hondo Muni Airport. Flights will occur SR-SS, SFC to 3,500 AGL. Pilots should use caution when operating within this area. For further information, contact San Angelo AFSS, 325-223-6041.

**Huber Airpark, Sequin, TX**

Aerobatic flight will be conducted within an area 3300 feet by 3300 feet located on the SAT 089/25. Flights will occur SR-SS Sat/Sun, SFC to 4600 MSL. Pilots should use caution when operating in this area. For further information contact San Angelo AFSS on 1-325-223-6041.

**Lubbock, TX, Biggin Hill Strip (TA67)**

Aerobatic flight activity will be conducted within 1 NM radius of the LBB VOR 280/008, SFC to 6,500 feet MSL, SR-SS, until May 31, 2008. For further information contact Fort Worth AFSS on 1-800-992-7433.

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**Naval Air Station JRB (NFW), Fort Worth, TX**

Aerobatic practice will be conducted within 1 NM East and 3 NM West, North and South of NAS JRB Fort Worth (NFW) Rwy 17/35, from SFC to 6,000 MSL, SR-SS until April 30, 2008. For further information contact Fort Worth AFSS on 1-800-992-7433.

**Navasota, TX**

Aerobatic flight activity will be conducted within a 1 NM radius of TNV VOR 130/007, 800 feet to 3500 feet AGL, SR-SS daily. Pilots should use caution when operating within this area. For further information contact Montgomery County AFSS on 866-689-5992.

Glider operations will be conducted within a 5 NM radius of the TNV VOR 130/007, from SFC to 8000 feet MSL, SR-SS daily. Pilots should use caution when operating in this area. For further information, contact Montgomery County AFSS on 866-689-5992.

**O'Brien Airpark, Waxahachie, TX**

Aerobatic flight practice will be conducted within 1½ NM radius of TTT 148/024 from SFC to 3500 MSL. Pilots should use caution when operating within this area. For further information contact Fort Worth AFSS on 1-800-992-7433.

**Olney Muni (ONY), Olney, TX**

Aerobatic flight activity will be conducted within a 4000' square area located over the Olney Muni airport property commencing from the west side of Rwy 17-35. Flights will occur SR-SS, SFC to 4,755' MSL through August 31, 2007. For further information contact Fort Worth AFSS on 817-429-6434.

**Plainview, TX**

Aerobatic flight activity will be conducted within a 1 NM radius of the PWW VOR 026/006, SFC to 7,500 feet MSL, SR-SS, through July 1, 2008. Pilots should use caution when operating in this area. For further information contact Fort Worth AFSS on 1-800-992-7433.

**Possum Kingdom (F35), Grafard, TX**

Aerobatic practice will be conducted 3.5 NM west of Possum Kingdom Airport, within 1 NM radius of MQP 289/020, SFC to 4,000 feet AGL, SR-SS, through May 14, 2007. For further information contact Ft. Worth AFSS at 817-429-6434.

**Randolph AFB, Seguin, TX**

Aerobatic flight activity will be conducted in an area encompassing the entire Seguin Auxiliary Airfield located at RND R-072/20, SFC to 6000' AGL. Activity may occur daily, except holidays, sunrise to sunset through 31 March 2008. For further information, contact San Angelo AFSS, 325-223-6041.

**Skywest Inc. Airport, Midland, TX**

Aerobatic flight activity will be conducted within a 3300' by 3300' square box, located 1/4 mile south southeast of the approach end of Rwy 34 at Skywest airport, Midland, Texas. Flights will occur between sunrise and sunset, from the surface to 6,500 feet MSL.

Pilots should use caution when operating within this area. For further information, contact San Angelo AFSS, 325-223-6041.

**Slidell, TX, Akroville Arpt (XA68)**

Aerobatic flight activity will be conducted within a 1.5 NM radius of the UKW VOR 108/026, SFC to 4,000 feet MSL, SR-SS, until June 30, 2008. For further information contact Fort Worth AFSS on 1-800-992-7433.

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**Songbird Airport, Friendswood, Texas**

Aerobatic flight activity will be conducted within a 2 NM radius of the Houston Hobby VOR 185° radial at the 18 mile DME fix. Flight will occur from sunrise to sunset, from the surface to 3500 feet AGL. Pilots should use caution when operating within this area. For further information contact Montgomery County AFSS, 866-689-5992.

**Stephens County Airport (BKD), Breckenridge, TX**

Aerobatic flight activity will be conducted within a rectangular box west of Stephens County Rwy 17/35, east one mile and two miles in length, SFC to 4,000 feet AGL, SR-SS through August 31, 2007. Pilots should use caution when operating in this area. For further information, contact Fort Worth AFSS on 1-800-992-7433.

**Wichita Falls, TX**

Aerobatic practice will be conducted within 1.5 NMR of SPS 200/07, from SFC to 4,500 MSL, SR-SS until April 30, 2008. For further information contact Fort Worth AFSS on 1-800-992-7433.

**Zuehl Airport, Marion, Texas**

Aerobatic flight activity will be conducted within a 4,000 foot square box, on the northeast side of Zuehl Airport, Marion, Texas, or 8 miles southeast of Randolph AFB. Flights will occur SR-SS, SFC to 4,000 feet AGL. Pilots should use caution when operating within this area. For further information, contact San Angelo AFSS, 1-325-223-6041.

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**MODEL AIRCRAFT ACTIVITY****Austin, TX**

Model rocket launches will be conducted within a 1 NM radius of CWK 360/14.2 SFC to 16,000 feet MSL, 0700-1800 LCL, through August 31, 2007. For further information, contact San Angelo FSS at 325-223-6041.

**Fort Stockton (FST), TX**

Model rocket activity will be conducted within a 2.6 NM radius of FST 146/014, SFC to 20,000 MSL, SR-SS. For further information, contact San Angelo AFSS on 1-325-223-6041.

Model rocket activity will be conducted within a 2 NM radius of FST 212/9, SFC to 23,100 MSL, SR-SS. For further information, contact San Angelo AFSS on 1-325-223-6041.

**Kileen (ILE), Texas, Vicinity**

Model airplane activity conducted 1 NM radius ILE 138R/006NM, 1000' AGL and below. Intermittent launches daily. For further information contact San Angelo AFSS on 1-325-223-6041.

**Stonewall (STV), TX**

Model rocket activity will be conducted within a 1 NM radius of STV 268/15, SFC to 5,000 MSL and occasionally SFC to 8,000 MSL, 0800-1800 LCL, through March 17, 2007. For further information, contact San Angelo AFSS at 325-223-6041.

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**DALLAS-FORT WORTH, TX, DALLAS/FORT WORTH INTL AIRPORT (DFW)  
NOISE ABATEMENT PROCEDURES**

Successive or simultaneous departures from Runways 17R, 17C, 18R, 18L, 35L, 35C, 36L and 36R are authorized, with course divergence beginning within 5 miles from the departure end of parallel runways, due to noise abatement restrictions.

### DFW INTERNATIONAL AIRPORT LAND AND HOLD SHORT OPERATIONS

DFW is authorized to instruct aircraft to land on a runway and hold short of an intersecting taxiway while aircraft/vehicles simultaneously taxi across the runway at beyond the hold-short point for the following runway/taxiway combinations.

18R	AND	TAXIWAY B	10,100 feet
17C	AND	TAXIWAY B	10,460 feet
35C	AND	TAXIWAY EJ	9,050 feet
36L	AND	TAXIWAY Z	10,650 feet

These procedures are governed by the following conditions and limitations:

- a. The tailwind on the hold short runway shall be calm (less than 3 knots).
- b. A statement that simultaneous landings and runway crossings are being conducted shall be included on the ATIS.
- c. LAHSO wet runway operations are authorized provided pilot reported braking action is not less than good, the runway is not classified as contaminated by the airport operator, and the hold short position lights are operational and "on".
- d. The weather conditions must be at or greater than ceiling 1,000 feet, and visibility 3 miles.
- e. Traffic information shall be exchanged and a readback shall be obtained from the landing aircraft with a LAHSO clearance. An acknowledgment shall be received from the crossing aircraft/vehicle.
- f. Operations beyond the hold short point except for runway crossings are not authorized during LAHSO.
- g. Hold short markings, taxiway identification signs, and in-pavement lights will be used to identify the hold-short points. The lighting system consists of six or seven in-pavement white lights, flashing/pulsing simultaneously, arranged in a line across the landing runway perpendicular to the runway centerline.

The safety and operation of an aircraft remain the responsibility of the pilot. A pilot must inform air traffic control if the full length of the runway or another runway is desired. The runway distance from the landing threshold to the hold short point will be provided to the pilot upon request.

- h. Vertical guidance required for LAHSO (Glideslope, VASI, PAPI).

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### INTERSECTION DEPARTURES DURING PERIODS OF DARKNESS DALLAS-FORT WORTH INTERNATIONAL AIRPORT (DFW) DALLAS-FORTH WORTH, TEXAS

Dallas-Fort Worth Airport Traffic Control Tower has been granted a waiver to the guideline that prohibits the control tower from taxiing an aircraft into "position and hold" at an intersection, between sunset and sunrise.

This waiver allows the tower to taxi the aircraft into "position and hold" during period of darkness, at the intersections listed below.

Runway 17R at Taxiway Yankee  
Runways 17R/C and 18R/L at Taxiway Zulu  
Runway 18L at Taxiway Yankee  
Runways 35L/C and 36L/R at Taxiway Alpha  
Runways 35L/C and 36L/R at Taxiway Bravo  
Runway 13L at Taxiway Papa  
Runway 31L at Taxiway "A5"

Aircraft shall not taxi into position and hold under the provisions of this waiver when the subject intersection is not visible from the tower. When the provisions of this waiver are being exercised, the affected runways shall be used for departures only. Simultaneous taxi into position and hold are not authorized on the same runway. Intersection departures will continue to be utilized at other locations between sunset and sunrise. However, aircraft cannot be taxied into "position and hold" prior to takeoff clearance.

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### SPECIAL NORTH ATLANTIC, CARIBBEAN AND PACIFIC AREA COMMUNICATIONS

VHF air-to-air frequencies enable aircraft engaged in flights over remote and oceanic areas out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problems.

Frequencies have been designated as follows:

North Atlantic area:	123.45 MHz
Caribbean area:	123.45 MHz
Pacific area:	123.45 MHz

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### ALBUQUERQUE ARTCC VFR Services South of El Paso, Texas

VFR radar advisory service and merging target service available to transponder equipped aircraft above 10,000 feet MSL from a point 75 miles south of El Paso, Texas, to the U.S./Mexican border.

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**CAUTION—HIGH DENSITY STUDENT FLYING****Little Rock AFB, AR**

High density student flying training in the vicinity of Little Rock AFB and on low level Slow Routes (SR) within Arkansas; 0600–0200 Mon–Fri, occasional weekend. Extensive use of All American Drop Zone, Little Rock VORTAC 332° radial 15.0 NM, and Blackjack Drop Zone, Little Rock VORTAC 009° radial 33.0 NM; 0600–0200, Mon–Fri, occasional weekend. Drop Zones are used for personnel and cargo, including IMC (AWDS) drops. For further information, contact Little Rock AFB, Base Operations, on 1–501–988–6125.

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**CAUTION—VERTICAL LIGHTS ON BUILDING****Downtown Tulsa, Oklahoma**

Approximately ten miles southwest of Tulsa International Airport in the area of downtown Tulsa, four 4,000-watt xenon lights are mounted on each corner of the roof of a 40-story building. Illumination is vertical and hours of use are daily, dusk to midnight.

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**BAYOU SAUVAGE NATIONAL WILDLIFE REFUGE, LA**

Request aircraft remain at or above 2,000 ft in the vicinity of Bayou Sauvage National Wildlife Refuge bounded by Lake Pontchartrain to the Northwest and Northeast, Lake Borgue to the Southeast and New Orleans to the Southwest.

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**CAUTION—LARGE CONCENTRATION OF BATS****San Antonio, Texas, Vicinity**

From April to October large concentration of bats are observed in the vicinity of Braken Cave located 5.5 miles east of SAT VORTAC. Most activity is observed around sunset and sunrise at altitudes up to 10,000 feet.

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**U.S. SPECIAL CUSTOMS REQUIREMENT**

Air Commerce Regulations of the Treasury Department's Customs Service require all private aircraft arriving in the U.S. from a foreign place in the Western Hemisphere, (a) south of 33 degrees north latitude which cross into the U.S. over a point on the U.S./Mexican border between 97 and 120 degrees west longitude, or (b) south of 31 degrees north latitude which enter the U.S. via the Gulf of Mexico and Atlantic Coasts, to provide notice of intended arrival to the Customs Service at least one hour prior to crossing the U.S./Mexican border or the U.S. coastline. This notice may be provided by: (1) radio through an appropriate FAA Flight Service Station, (2) normal FAA flight plan notification procedures (a flight plan filed in Mexico does not meet this requirement due to unreliable relay of data), or (3) directly to the District Director of Customs or other Customs officer at place of first intended landing. Unless an exemption has been granted by Customs, private aircraft are required to make first landing in the U.S. at one of the following designated airports nearest to the point of border or coastline crossing:

Brownsville International, Corpus Christi International, Del Rio International, Eagle Pass Airport, El Paso International, Hobby Airport, Jefferson County Airport, Laredo International, Miller International, or Presidio–Ley International in Texas; Calexico International, or Brown Field in California; Bisbee Douglas International, Nogales International, Tuscon International, or Yuma International in Arizona; Las Cruces Intl in New Mexico; Lakefront or New Orleans Intl (Moisant Field) in Louisiana; Fort Lauderdale Executive, Fort Lauderdale–Hollywood International, Key West Airport, Miami International, Opa–Locka Airport, St. Lucie County International, Tampa International, or West Palm Beach Airport in Florida.

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**CAUTION—HIGH DENSITY AIR TRAFFIC AREA**

Heavy helicopter and seaplane traffic exists over the Gulf of Mexico and adjacent onshore areas. Thousands of operations per month occur in this area in support of oil drilling and exploration.

Itinerant pilots traversing this area should familiarize themselves with offshore operating practices and frequencies through contact with the pertinent Flight Standards District Office (FSDO) or Flight Service Station.

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**MILITARY TRAINING ROUTES**

The DOD Flight Information Publication AP/1B provides textual and graphic descriptions and operating instructions for all military training routes (IR, VR, SR) and refueling tracks/anchors. Complete and more comprehensive information relative to policy and procedures for IRs and VRs is published in FAA Handbook 7610.4 (Special Military Operations) which is agreed to by the DOD and therefore directive for all military flight operations. The AP/1B is the official source of route data for military users.

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### CIVIL USE OF MILITARY FIELDS:

U.S. Army, Air Force, Navy and Coast Guard Fields are open to civil fliers only in emergency or with prior permission.

Army Installations, prior permission is required from the Commanding Officer of the installation.

For Air Force installations, prior permission should be requested at least 30 days prior to first intended landing from either Headquarters USAF (PRPOC) or the Commander of the installation concerned (who has authority to approve landing rights for certain categories of civil aircraft). For use of more than one Air Force installation, requests should be forwarded direct to Hq USAF (PRPOC), Washington, D.C. 20330.

Use of USAF installations must be specifically justified.

For Navy and Marine Corps installations prior permission should be requested at least 30 days prior to first intended landing. An Aviation Facility License must be approved and executed by the Navy prior to any landing by civil aircraft.

Forms and further information may be obtained from the nearest U.S. Navy or Marine Corps aviation activity.

For Coast Guard fields prior permission should be requested from the Commandant, U.S. Coast Guard via the Commanding Officer of the field.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

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### AIRCRAFT LANDING RESTRICTIONS

Landing of aircraft at locations other than public use airports may be a violation of Federal or local law. All land and water areas are owned or controlled by private individuals or organizations, states, cities, local governments, or U.S. Government agencies. Except in emergency, prior permission should be obtained before landing at any location that is not a designated public use airport or seaplane base.

Landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, U.S. Forest Service, and on many areas controlled by the U.S. Army Corps of Engineers, unless prior authorization is obtained from the respective agency.

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### FEDERAL AVIATION REGULATION 91.713

The provisions of FAR 91.713 will apply as follows:

Air traffic clearances to aircraft of Cuban registry not engaged in scheduled International Air Service in U.S. airspace will require that the flight plan be filed with appropriate authorities at least five days prior to the proposed departure time. Route changes while en route will normally not be authorized. The procedures set forth herein do not apply at this time to overflights by aircraft of Cuban registry engaged in scheduled International Air Service.

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### CONTROLLED FIRING

Camden, Harrell Fld, AR

6E Camden 2 NM radius surface—005 avoidance advised Mon–Fri daylight hours.

El Dorado, South Arkansas Rgnl

ELD 021/024 2 NM radius surface—500 AGL avoidance advised Mon–Fri daylight hours.

Texarkana Rgnl Webb Fld, AR.

.25 NM radius TXK 223010 2000/blo Mon–Thu. 1900–0500Z†

.5 NM radius TXK 240014 1000/blo Mon–Sat SR–SS.

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**Camp Bullis Training Site  
Controlled Firing Area (CTA)  
Camp Bullis, TX**

1. CFA Description:

a. Boundaries: Beginning at  
Lat. 29°41'10.07"N., Long. 98°31'41.40"W. to  
Lat. 29°40'25.05"N., Long. 98°33'57.40"W. to  
Lat. 29°39'20.22"N., Long. 98°34'44.18"W. to  
Lat. 29°38'03.77"N., Long. 98°34'13.26"W. to  
Lat. 29°37'53.94"N., Long. 98°33'46.90"W. to  
Lat. 29°38'36.77"N., Long. 98°31'55.13"W. to  
Lat. 29°39'48.07"N., Long. 98°31'06.07"W. to  
Point of beginning.

b. Altitudes: Surface to 3,000 feet AGL.

c. Times of use: Approximately 70 times per year. Utilization will normally be 7 days per week, 0700–2300 local time. Give prior notice of all activities to the San Angelo Automated Flight Service Station (AFSS). Notify the AFSS when activities are terminated each day.

2. Activities:

a. M203 40mm Grenade Launcher, HE/Target Practice Training (TPT) rounds, average use 50 times per year.

b. Heavy Demolitions Range, types of explosives will vary, but all are conventional (no nuclear, biological, or chemical), 20 times per year.

c. Emergency destruction of illegal explosive devices will be unscheduled due to the nature of the event.

3. Using Agency: U.S. Army, Commander, Camp Bullis Training Site, Camp Bullis, TX

4. Effective date: The effective date is February 1, 2004. Biannual approval of the CFA is automatic upon receipt of a biannual status report from the Department of the Army Regional Representative containing a statement that the activities for which the area was established have not changed.

5. Conditions, Operating Limitations, and Safety Precautions:

a. Camp Bullis Training Site will maintain observers with direct communications to the Range Towers located in positions that allow for sufficient visual surveillance of the entire area.

b. Firing will cease upon observation of low-flying aircraft.

c. The ceiling shall be at least 1,000 feet above the maximum ordinate of projectiles and/or debris.

d. Visibility shall be sufficient to maintain visual surveillance of the entire CFA plus a distance of 5 statute miles beyond the CFA in all directions.

e. All user responsibilities, precautionary measures, and surveillance requirements listed in FAA Order 7400.2 shall be complied with.

f. All activities will be contained within the designated impact area at Camp Bullis.

6. With the exception of the emergency destruction of unsafe explosive devices, the following information shall be filed with the San Angelo AFSS in sufficient time to permit a NOTAM to be transmitted at least 2 hours prior to scheduled operations:

a. Location of the CFA.

b. Time of use.

c. Activity to be conducted.

d. Maximum altitudes.

e. User.

7. Any violation of the conditions, as outlined above, shall be the basis for the FAA to withdraw authorization of the CFA.

## CONTROLLED FIRING AREA CAMP STANLEY, SAN ANTONIO, TEXAS

The Military has established a controlled firing area bordered by the following geographic coordinates: beginning at N29°40'37"/W98°37'53"; thence to N29°41'17"/W98°35'49"; to N29°43'51"/W98°35'50"; to N29°43'51"/W98°37'23"; to point of beginning. Operating SR-SS daily, SFC to 1,500 feet AGL (2,500 feet MSL). For further information contact San Angelo AFSS on 1-325-223-6041.

## CONTINUOUS POWER FACILITIES

In order to insure that a basic ATC system remains in operation despite an areawide or catastrophic commercial power failure, key equipment and certain airports have been designated to provide a network of facilities whose operational capability can be utilized independent of any commercial power supply.

In addition to those facilities comprising the basic ATC system, the following approach and lighting aids have been included in this program for a selected runway.

1. ILS (Localizer, Glide Slope, COMLO, Inner, Middle and Outer Markers)
2. Wind Measuring Capability
3. Approach Light System (ALS) or Short ALS (SALS)
4. Ceiling Measuring Capability
5. Touchdown Zone Lighting (TDZL)
6. Centerline Lighting (CL)
7. Runway Visual Range (RVR)
8. High Intensity Runway Lighting (HIRL)
9. Taxiway Lighting
10. Apron Light (Perimeter Only)

The following have been designated "Continuous Power Airports," and have independent back up capability for the equipment installed.

Airport/Ident	Runway No.	Airport/Ident	Runway No.
Albuquerque, NM (ABQ) .....	08	Milwaukee, WI (MKE) .....	01L
Andrews AFB, MD (ADW) .....	01L	Minneapolis, MN (MSP) .....	30L
Atlanta, GA (ATL) .....	09R	Nashville, TN (BNA) .....	02L
Baltimore, MD (BWI) .....	10	New Orleans, LA (MSY) .....	10
Bismarck, ND (BIS) .....	31	New York, NY (LGA) .....	22
Boise, ID (BOI) .....	10R	Newark, NJ (EWR) .....	04R
Boston, MA (BOS) .....	04R	Oklahoma City, OK (OKC) .....	35R
Charlotte, NC (CLT) .....	36L	Omaha, NE (OMA) .....	14R
Chicago, IL (ORD) .....	14R	Ontario, CA (ONT) .....	26L
Cincinnati, OH (CVG) .....	36L	Philadelphia, PA (PHL) .....	09R
Cleveland, OH (CLE) .....	06R	Phoenix, AZ (PHX) .....	08R
Dallas/Fort Worth, TX (DFW) .....	17C	Pittsburgh, PA (PIT) .....	10L
Denver, CO (DEN) .....	35L	Reno, NV (RNO) .....	16R
Des Moines, IA (DSM) .....	31	Salt Lake City, UT (SLC) .....	34L
Detroit, MI (DTW) .....	03L	San Antonio, TX (SAT) .....	12R
El Paso, TX (ELP) .....	22	San Diego, CA (SAN) .....	09
Great Falls, MT (GTF) .....	03	San Francisco, CA (SFO) .....	28R
Houston, TX (IAH) .....	26L	Seattle, WA (SEA) .....	16R
Indianapolis, IN (IND) .....	05L	St. Louis, MO (STL) .....	30R
Jacksonville, FL (JAX) .....	07	Tampa, FL (TPA) .....	36L
Kansas City, MO (MCI) .....	19R	Tulsa, OK (TUL) .....	35R
Los Angeles, CA (LAX) .....	24R	Washington, DC (DCA) .....	01
Memphis, TN (MEM) .....	36L	Washington, DC (IAD) .....	01R
Miami, FL (MIA) .....	09L	Wichita, KS (ICT) .....	01L

**NOTE**—The existing CPA runway is listed. Pending and future changes at some locations will require a revised runway designation.

## NATURAL GAS FLARE CARLSBAD/CAVERN CITY, NEW MEXICO

A natural gas flare is located at approximately N32-27-50.5/W104-34-24.2 (CNM 300/021), SFC to 4200 feet MSL. Pilots should use caution when operating in this area. For further information, contact Albuquerque AFSS on 1-505-243-7831.

The following narratives summarize the FAR Part 93 Special Air Traffic Rules, and Airport Traffic Patterns in effect as prescribed in the rule. This information is advisory in nature and in no way relieves the pilot from compliance with the specific rules set forth in FAR Parts 91 and 93.

Special Airport Traffic Areas prescribed in Part 93 are depicted on Sectional Aeronautical Charts, World Aeronautical Charts, Enroute Low Altitude Charts, and where applicable, on VFR Terminal Area Charts.

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### **OPERATIONS RESERVATIONS FOR HIGH DENSITY TRAFFIC AIRPORTS KENNEDY, LAGUARDIA, AND WASHINGTON REAGAN NATIONAL**

The Federal Aviation Administration (FAA) has designated New York's Kennedy and LaGuardia Airports and Washington Reagan National Airport as High Density Traffic Airports (HDTA), Title 14, Code of Federal Regulations, part 93, subpart K, and has prescribed air traffic rules and requirements for operating aircraft (excluding helicopters) to and from those airports during certain hours.

Reservations are required for operations from 6 a.m. through 11:59 p.m. local time at LaGuardia Airport and Washington Reagan National Airport. Reservations at Kennedy Airport are required from 3 p.m. through 7:59 p.m. local time.

Reservation procedures are detailed in Advisory Circular 93-1, Reservations for Unscheduled Operations at High Density Traffic Airports. A copy of the advisory circular is available on the FAA website at <http://www.faa.gov>. Reservations for unscheduled operations are allocated through the Enhanced Computer Voice Reservation System (e-CVRS) accessible via telephone or the Internet. This system may not be used to make reservations for scheduled air carrier or commuter flights.

The toll-free telephone number for accessing e-CVRS is 1-800-875-9694 and is available for calls originating within the United States, Canada, and the Caribbean. Users outside the toll-free areas may access e-CVRS by calling the toll number of 703-707-0568. The Internet web address for accessing the e-CVRS is <http://www.fly.faa.gov/ecvrs>. If you have any questions about reservation requirements or are experiencing problems with the system, you may telephone the Airport Reservation Office at the Air Traffic Control System Command Center at (703) 904-4452.

Requests for instrument flight rules (IFR) reservations will be accepted beginning 72 hours prior to the proposed time of operation at the high-density airport. For example, a request for an 11 a.m. reservation on a Thursday will be accepted beginning at 11 a.m. on the previous Monday.

IFR reservations must be obtained prior to IFR landing or takeoff at an HDTA during slot controlled hours. An air traffic control (ATC) clearance does not constitute a reservation. A reservation does not constitute permission to operate at an HDTA if additional operational limits or procedures are required by NOTAM and/or regulation.

Aircraft involved in medical emergencies will be handled by ATC without regard to a reservation after obtaining prior approval of the ATC System Command Center on (703) 904-4452. ATC will accommodate declared other emergency situations without regard to slot reservations.

NOTE: Visual flight rule (VFR) reservations via ATC for unscheduled operations at LaGuardia are not authorized from 7 a.m. through 8:59 a.m. local time and 4 p.m. through 6:59 p.m. local time, Monday through Friday and Sunday evenings, unless otherwise announced by NOTAM. Both IFR and VFR operations during those time periods must obtain an advance reservation through e-CVRS.

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Location and Identifier	Area Code	Telephone
<b>NEW MEXICO</b>		
Albuquerque ABQ (Intl Sunport/Kirtland) ..... INWATS		1-800-WX-BRIEF
AFSS		1-866-449-5390#
..... FSS	(505)	243-7831★
New Mexico CLNC DEL ONLY..... FSS		1-800-525-9964
<b>OKLAHOMA</b>		
McAlester MLC ..... FSS	(918)	426-4110
AFSS		1-866-269-0189#
Local Area ..... FSS		426-4870\$\$
FSS		423-2444★
CLNC DEL ONLY..... FSS		1-800-722-4229
(Oklahoma toll free INWATS)..... FSS		1-800-WX-BRIEF
		1-800-722-4447\$\$
<b>TEXAS</b>		
Far West Texas CLNC DEL ONLY..... FSS		1-800-342-7835
Fort Worth FTW (Fort Worth Meacham Intl) ..... FSS		1-800-WX-BRIEF
AFSS		1-866-272-7915#
METROPLEX ..... FSS	(817)	429-6434
FSS		
50 NM radius Dallas-Fort Worth..... FSS		
CLNC DEL ONLY..... FSS		1-800-722-6208
Montgomery Co (Conroe)..... FSS	(936)	760-4206
AFSS		1-866-689-5992#
FSS	(936)	760-4205\$\$
CLNC DEL ONLY..... FSS		1-800-833-5602
Southeast-Texas ..... FSS		1-800-WX-BRIEF◆
From area codes 409 and 713..... FSS		1-800-833-0050\$\$
San Angelo SJT (Mathis) ..... FSS	(325)	944-9315◆
AFSS		1-866-300-3867#
CLNC DEL ONLY..... FSS		1-800-433-8101
Southwest Texas..... FSS		1-800-WX-BRIEF◆
50 NM radius Austin..... FSS		1-800-433-8103★
50 NM radius Corpus Christi..... FSS		1-800-433-8105★
50 NM radius Harlingen ..... FSS		1-800-433-8106★
50 NM radius San Antonio..... FSS		1-800-433-8107★
Waco ACT..... WS	(817)	754-8353◆

# **KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)**

**TAF** KPIT 091730Z 091818 15005KT 5SM HZ.FEW020 WS010/31022KT  
FM1930 30015G25KT 3SM SHRA OVC015 TEMPO 2022 1/2SM +TSRA  
OVC008CB  
FM0100 27008KT 5SM SHRA BKN020 OVC040 PROB40 0407 1SM -RA BR  
FM1015 18005KT 6SM -SHRA OVC020 BECMG 1315 P6SM NSW SKC

**METAR** KPIT 091955Z COR 22015G25KT 3/4SM R28L/2600FT TSRA OVC010CB  
18/16 A2992 RMK SLP045 T01820159

Forecast	Explanation	Report
<b>TAF</b>	Message type: <u>TAF</u> -routine or <u>TAF AMD</u> -amended forecast, <u>METAR</u> -hourly, <u>SPECI</u> -special or <u>TESTM</u> -non-commissioned ASOS report	<b>METAR</b>
<b>KPIT</b>	ICAO location indicator	<b>KPIT</b>
<b>091730Z</b>	Issuance time: ALL times in UTC " <u>Z</u> ", 2-digit date, 4-digit time	<b>091955Z</b>
<b>091818</b>	Valid period: 2-digit date, 2-digit beginning, 2-digit ending times  In U.S. <b>METAR</b> : <u>COR</u> rected ob; or <u>AUTO</u> mated ob for automated report with no human intervention; omitted when observer logs on	<b>COR</b>
<b>15005KT</b>	Wind: 3 digit true-north direction, nearest 10 degrees (or <u>Var</u> ia <u>Ble</u> ); next 2-3 digits for speed and unit, <u>KT</u> (KMH or MPS); as needed, <u>Gust</u> and maximum speed; 00000KT for calm; for <b>METAR</b> , if direction varies 60 degrees or more, <u>Variability</u> appended, e.g. 180 <u>V</u> 260	<b>22015G25KT</b>
<b>5SM</b>	Prevailing visibility: in U.S., <u>Statute Miles</u> & fractions; above 6 miles in <b>TAF</b> <u>Plus</u> 6SM. (Or, 4-digit minimum visibility in meters and as required, lowest value with direction)  Runway Visual Range: <u>R</u> ; 2-digit runway designator <u>Left</u> , <u>Center</u> , or <u>Right</u> as needed; <u>"I"</u> ; <u>Minus</u> or <u>Plus</u> in U.S., 4-digit value, <u>FeeT</u> in U.S., (usually meters elsewhere); 4-digit value <u>Variability</u> 4-digit value (and tendency <u>Down</u> , <u>Up</u> or <u>No</u> change)	<b>3/4SM</b>  <b>R28L/2600FT</b>
<b>HZ</b>	Significant present, forecast and recent weather: see table (on back)	<b>TSRA</b>
<b>FEW020</b>	Cloud amount, height and type: <u>SKY</u> Clear 0/8, <u>FEW</u> >0/8-2/8, <u>SCaT</u> tered 3/8-4/8, <u>BroKeN</u> 5/8-7/8, <u>OVerCast</u> 8/8; 3-digit height in hundreds of ft; <u>Towering CU</u> mulus or <u>CumulonimBus</u> in <b>METAR</b> ; in <b>TAF</b> , only <u>CB</u> . <u>Vertical</u> Visibility for obscured sky and height "VV004". More than 1 layer may be reported or forecast. In automated <b>METAR</b> reports only, <u>CLeaR</u> for "clear below 12,000 feet"  Temperature: degrees Celsius; first 2 digits, temperature <u>"I"</u> last 2 digits, dew-point temperature; <u>Minus</u> for below zero, e.g., M06  Altimeter setting: indicator and 4 digits; in U.S., <u>A</u> -inches and hundredths; ( <u>Q</u> -hectoPascals, e.g., Q1013)	<b>OVC010CB</b>   <b>18/16</b>  <b>A2992</b>

# KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

Forecast	Explanation	Report
<b>WS010/31022KT</b>	In U.S. <b>TAF</b> , non-convective low-level ( $\leq 2,000$ ft) <u>Wind Shear</u> ; 3-digit height (hundreds of ft); <u>"Z"</u> ; 3-digit wind direction and 2-3 digit wind speed above the indicated height, and unit, <u>KT</u>	<b>RMK</b> <b>SLP045</b> <b>T01820159</b>
<b>FM1930</b>	In <b>METAR</b> , <u>ReMark</u> indicator & remarks. For example: <u>Sea-Level Pressure</u> in hectoPascals & tenths, as shown: 1004.5 hPa; <u>Temp/dew-point</u> in tenths °C, as shown: temp. 18.2°C, dew-point 15.9°C	
<b>TEMPO 2022</b>	<u>From</u> and 2-digit hour and 2-digit minute <b>beginning</b> time: indicates significant change. Each FM starts on new line, indented 5 spaces.	
<b>PROB40 0407</b>	<b>TEMPO</b> rary: changes expected for < 1 hour and in total, < half of 2-digit hour <b>beginning</b> and 2-digit hour <b>ending</b> time period	
<b>BECMG 1315</b>	<b>PROB</b> ability and 2-digit percent (30 or 40): probable condition during 2-digit hour <b>beginning</b> and 2-digit hour <b>ending</b> time period	
	<b>BEC</b> oMinG: change expected during 2-digit hour <b>beginning</b> and 2-digit hour <b>ending</b> time period	

**Table of Significant Present, Forecast and Recent Weather - Grouped in categories and used in the order listed below; or as needed in TAF, No Significant Weather.**

## QUALIFIER

### Intensity or Proximity

- Light "no sign" Moderate + Heavy

VC Vicinity: but not at aerodrome; in U.S. **METAR**, between 5 and 10SM of the point(s) of observation; in U.S. **TAF**, 5 to 10SM from center of runway complex (elsewhere within 8000m)

### Descriptor

MI Shallow	BC Patches	PR Partial	TS Thunderstorm
BL Blowing	SH Showers	DR Drifting	FZ Freezing

## WEATHER PHENOMENA

### Precipitation

DZ Drizzle	RA Rain	SN Snow	SG Snow grains
IC Ice crystals	PL Ice pellets	GR Hail	GS Small hail/snow pellets
UP Unknown precipitation in automated observations			

### Obscuration

BR Mist ( $\geq 5/8$ SM)	FG Fog ( $< 5/8$ SM)	FU Smoke	VA Volcanic ash
SA Sand	HZ Haze	PY Spray	DU Widespread dust

### Other

SQ Squall	SS Sandstorm	DS Duststorm	PO Well developed dust/sand whirls
FC Funnel cloud	+FC tornado/waterspout		

- Explanations in parentheses "( )" indicate different worldwide practices.
- Ceiling is not specified; defined as the lowest broken or overcast layer, or the vertical visibility.
- NWS **TAFs** exclude turbulence, icing & temperature forecasts; NWS **METARs** exclude trend fcsts
- Although not used in US, Ceiling And Visibility OK replaces visibility, weather and clouds if: visibility  $\geq 10$  km; no cloud below 5000 ft (1500 m) or below the highest minimum sector altitude, whichever is greater and no CB; and no precipitation, TS, DS, SS, MIFG, DRDU, DRSA or DRSN.

**UNITED STATES DEPARTMENT OF COMMERCE**

**NOAA/PA 96052**

**National Oceanic and Atmospheric Administration—National Weather Service**

# FAA AND NWS

## KEY AIR TRAFFIC FACILITIES

### Air Traffic Control System Command Center

Main Number.....703-904-4400

#### RGNL AIR TRAFFIC DIVISIONS

REGION	TELEPHONE
Alaskan	907-271-5464
Central	816-329-2500
Eastern	718-553-4502
Great Lakes	847-294-7202
New England	781-238-7500
Northwest Mountain	425-227-2500
Southern	404-305-5500
Southwest	817-222-5500
Western Pacific	310-725-6500

#### AIR ROUTE TRAFFIC CONTROL CENTERS (ARTCCs)

ARTCC NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Albuquerque	817-222-5006	7:30 a.m.-4:00 p.m.	505-856-4300
Anchorage	907-271-5936	7:30 a.m.-4:00 p.m.	907-269-1137
Atlanta	404-305-5180	7:30 a.m.-5:00 p.m.	770-210-7601
Boston	617-238-7001	7:30 a.m.-4:00 p.m.	603-879-6633
Chicago	847-294-8400	8:00 a.m.-4:00 p.m.	630-906-8221
Cleveland	847-294-8400	8:00 a.m.-4:00 p.m.	440-774-0310
Denver	425-227-1389	7:30 a.m.-4:00 p.m.	303-651-4100
Ft. Worth	817-222-5006	7:30 a.m.-4:00 p.m.	817-858-7503
Houston	817-222-5006	7:30 a.m.-4:00 p.m.	723-230-5300
Indianapolis	847-294-8400	8:00 a.m.-4:00 p.m.	317-247-2231
Jacksonville	404-305-5180	8:00 a.m.-4:30 p.m.	904-549-1501
Kansas City	816-329-3000	7:30 a.m.-4:00 p.m.	913-254-8500
Los Angeles	661-265-8200	7:30 a.m.-4:00 p.m.	661-265-8200
Memphis	404-305-5180	7:30 a.m.-4:00 p.m.	901-368-8103
Miami	404-305-5180	7:00 a.m.-3:30 p.m.	305-716-1500
Minneapolis	847-294-8400	8:00 a.m.-4:00 p.m.	612-713-4000
New York	718-995-5426	8:00 a.m.-4:40 p.m.	516-468-1001
Oakland	310-643-3200	6:30 a.m.-3:00 p.m.	510-745-3331
Salt Lake City	425-227-1389	7:30 a.m.-4:00 p.m.	801-320-2500
Seattle	425-227-1389	7:30 a.m.-4:00 p.m.	253-351-3500
Washington	718-995-5426	8:00 a.m.-4:30 p.m.	703-771-3401

#### MAJOR TERMINAL RADAR APPROACH CONTROLS (TRACONS)

TRACON NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Atlanta	404-305-5180	7:00 a.m.-3:30 p.m.	404-669-1200
Chicago	847-294-8400	8:00 a.m.-4:00 p.m.	847-608-5509
Dallas/Ft. Worth	817-222-5006	7:30 a.m.-4:00 p.m.	972-615-2500
Denver	425-227-1389	7:30 a.m.-4:00 p.m.	303-342-1500
Houston	817-222-5006	7:30 a.m.-4:00 p.m.	713-230-8400
New York	718-995-5426	8:00 a.m.-4:30 p.m.	516-683-2901
Northern CA	310-725-3300	7:00 a.m.-3:30 p.m.	916-366-4001
Southern CA	310-725-3300	7:30 a.m.-4:00 p.m.	858-537-5800

\*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

## KEY AIR TRAFFIC FACILITIES

## DAILY NAS REPORTABLE AIRPORTS

AIRPORT NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Albuquerque Intl Sunport, NM	817-222-5006	8:00 a.m.-5:00 p.m.	505-842-4366
Andrews AFB, MD	718-995-5426	8:00 a.m.-4:30 p.m.	301-735-2380
Baltimore/Washington Intl Thurgood Marshall, MD	718-995-5426	8:00 a.m.-4:30 p.m.	410-962-3555
Boston Logan Intl, MA	617-238-7001	7:30 a.m.-4:00 p.m.	617-561-5901
Bradley Intl, CT	617-238-7001	7:30 a.m.-4:00 p.m.	203-627-3428
Charlotte Douglas Intl, NC	404-305-5180	8:00 a.m.-4:30 p.m.	704-344-6487
Chicago Midway, IL	847-294-8400	8:00 a.m.-4:00 p.m.	773-884-3670
Chicago O'Hare Intl, IL	847-294-8400	8:00 a.m.-4:00 p.m.	773-601-7600
Cleveland Hopkins Intl, OH	847-294-8400	8:00 a.m.-4:00 p.m.	216-898-2020
Covington/Cincinnati, OH	708-294-7401	8:00 a.m.-4:30 p.m.	606-767-1006
Dallas/Ft. Worth Intl, TX	817-222-5006	8:30 a.m.-5:00 p.m.	972-615-2531
Dayton Cox Intl, OH	847-294-8400	7:30 a.m.-4:00 p.m.	937-454-7300
Denver Intl, CO	425-227-1389	7:30 a.m.-4:00 p.m.	303-342-1600
Detroit Metro, MI	847-294-8400	8:00 a.m.-4:00 p.m.	734-955-5000
Fairbanks Intl, AK	907-271-5936	7:30 a.m.-4:00 p.m.	907-474-0050
Fort Lauderdale Intl, FL	404-305-5180	7:00 a.m.-3:30 p.m.	305-356-7932
George Bush Intercontinental/Houston, TX	817-222-5006	7:30 a.m.-4:00 p.m.	713-230-8400
Hartsfield-Jackson Atlanta Intl, GA	404-305-5180	7:00 a.m.-3:30 p.m.	404-669-1200
Honolulu Intl, HI	310-643-3200	7:30 a.m.-4:00 p.m.	808-840-6100
Houston Hobby, TX	817-222-5006	8:00 a.m.-5:00 p.m.	713-847-1400
Indianapolis Intl, IN	847-294-8400	8:00 a.m.-4:00 p.m.	317-484-6600
Kahului/Maui, HI	310-643-3200	7:30 a.m.-4:00 p.m.	808-877-0725
Kansas City Intl, MO	816-329-3000	7:30 a.m.-4:00 p.m.	816-329-2700
Las Vegas McCarran, NV	310-725-3300	7:30 a.m.-4:00 p.m.	702-262-5978
Los Angeles Intl, CA	310-725-3300	7:00 a.m.-3:30 p.m.	310-342-4900
Memphis Intl, TN	404-305-5180	7:30 a.m.-4:00 p.m.	901-345-3235
Miami Intl, FL	404-305-5180	7:00 a.m.-4:00 p.m.	305-869-5400
Minneapolis/St. Paul, MN	847-294-8400	8:00 a.m.-4:00 p.m.	612-713-4000
Nashville Intl, TN	404-305-5180	7:00 a.m.-3:30 p.m.	615-781-5460
New Orleans/Moisant Intl, LA	817-222-5006	7:00 a.m.-4:30 p.m.	504-471-4300
New York Kennedy Intl, NY	718-995-5426	8:00 a.m.-4:30 p.m.	718-656-0335
New York La Guardia, NY	718-995-5426	8:00 a.m.-4:30 p.m.	718-335-5461
Newark Liberty Intl, NJ	718-995-5426	8:00 a.m.-4:30 p.m.	973-645-3103
Norman Y. Mineta San Jose Intl, CA	310-643-3200	7:30 a.m.-4:00 p.m.	408-982-0750
Ontario Intl, CA	310-643-3200	7:30 a.m.-4:00 p.m.	909-983-7518
Orlando Intl, FL	404-305-5180	7:30 a.m.-5:00 p.m.	407-850-7000
Philadelphia Intl, PA	718-995-5426	8:00 a.m.-4:30 p.m.	215-492-4100
Phoenix Sky Harbor Intl, AZ	310-643-3200	7:30 a.m.-4:00 p.m.	602-379-4226
Pittsburgh Intl, PA	718-995-5426	8:00 a.m.-4:30 p.m.	412-269-9237
Portland Intl, OR	425-227-1389	7:30 a.m.-4:00 p.m.	503-493-7500
Raleigh-Durham, NC	404-305-5180	8:00 a.m.-4:30 p.m.	919-840-5544
Ronald Reagan Washington National, DC	718-995-5426	8:00 a.m.-4:30 p.m.	703-413-1535
Salt Lake City, UT	425-227-1389	7:30 a.m.-4:00 p.m.	801-325-9600
San Antonio Intl, TX	817-222-5006	8:00 a.m.-4:30 p.m.	210-805-5507
San Diego Lindbergh Intl, CA	310-725-3300	8:00 a.m.-4:30 p.m.	619-299-0677
San Francisco Intl, CA	310-643-3200	7:00 a.m.-3:30 p.m.	650-876-2883
San Juan Intl, PR	404-305-5180	7:30 a.m.-5:00 p.m.	809-253-8663
Seattle-Tacoma Intl, WA	425-227-1389	7:30 a.m.-4:00 p.m.	206-768-2900
St. Louis Lambert, MO	816-329-3000	7:30 a.m.-4:00 p.m.	314-890-1000
Tampa Intl, FL	404-305-5180	7:30 a.m.-4:00 p.m.	813-371-7700
Ted Stevens Anchorage Intl, AK	907-271-5936	7:30 a.m.-4:00 p.m.	907-271-2700
Teterboro, NJ	718-995-5426	8:00 a.m.-4:30 p.m.	201-288-1889
Washington Dulles Intl, DC	718-995-5426	8:00 a.m.-4:30 p.m.	703-661-6031
West Palm Beach, FL	404-305-5180	8:00 a.m.-4:30 p.m.	407-683-1867
Westchester Co, NY	718-995-5426	8:00 a.m.-4:30 p.m.	914-948-6520

\*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

Air Route Traffic Control Center frequencies and their remoted transmitter sites are listed below for the coverage of this volume. Bold face type indicates high altitude frequencies, light face type indicates low altitude frequencies. To insure unrestricted IFR operations within the high altitude enroute sectors, the use of 720 channel communications equipment (25 kHz channel) spacing is required.

<b>®ALBUQUERQUE CENTER 134.6 132.8</b>	<b>H-4-5-6, L-4-5-6-13-15</b> <b>(KZAB)</b>
Alamogordo - <b>132.65</b> 132.65	
Amarillo Nr 1 - 127.85	
Amarillo Nr 2 - <b>134.75</b>	
Animas - 134.45 <b>133.725</b> <b>133.0</b>	
Carlsbad - 135.875	
Clines Corners - <b>133.65</b> 132.8 118.65	
El Paso A - 135.875 <b>134.175</b>	
El Paso B - 128.2 <b>125.525</b>	
Fort Stockton - 135.875 <b>120.925</b> <b>132.2</b>	
Globe NR 1 - <b>135.725</b> <b>132.9</b> 132.9	
Guadalupe <b>133.225</b>	
Mesa Rica - <b>119.45</b> <b>128.675</b>	
Mount Dora - <b>133.05</b> 128.225 127.85	
Prescott - <b>135.325</b>	
Raton - 132.8	
Roswell - <b>132.65</b> 132.65	
Sandia Mountain - 132.8	
Tesuque Peak - 132.8	
Truth or Consequences - 128.2	
Tucumcari - <b>135.7</b> <b>133.55</b> 126.85	
West Mesa - <b>124.325</b> <b>133.65</b> 119.45	
Zuni - <b>124.325</b> <b>134.6</b> <b>132.9</b> 120.55	
<b>®DENVER CENTER</b> Farmington - 133.425 128.125 <b>125.675</b>	<b>H-1-2-3-4-5-6, L-5-6-7-8-9-10-11</b> <b>(KZDV)</b>
<b>®FORT WORTH CENTER 134.4</b>	<b>H-6, L-4-6-13-14-15-17</b> <b>(KZFW)</b>
Abilene - <b>134.25</b> 127.45	
Ardmore - <b>132.975</b> 128.1	
Big Spring - 133.7	
Blue Ridge A - 124.875	
Blue Ridge B - 127.6	
Brownwood - 127.45	
Clinton-Sherman - <b>132.45</b> 128.4 126.3	
Cumby - 132.85 132.02 <b>126.575</b>	
Dublin A - 135.375	
Dublin B - 127.15	
El Dorado - 128.2	
Frankston - 135.25 <b>134.025</b>	
Gainsville - 124.75 126.775	
Hobbs - 133.1	
Keller - 135.275 134.15 133.25	
Lubbock - 132.6 126.45 <b>120.775</b>	
Marshall - 135.1 <b>128.125</b>	
McAlester - <b>135.45</b> 132.2	
Midland (Site A) - 133.1 <b>132.075</b>	
Mineral Wells - 120.35 127.0	
Monroe - 126.325	
Oklahoma City - 133.9 <b>132.45</b>	
Paducah - <b>134.55</b> 133.5 126.45 <b>120.775</b>	
Paris - 123.925	
Plainview - 126.45	
San Angelo - <b>120.275</b> 126.15	
Scurry - <b>135.75</b> 126.725	
Shreveport - 126.325 <b>133.875</b> <b>132.275</b>	
Snyder - 132.6	
Texarkana - <b>134.475</b> 123.925 <b>126.575</b>	
Tyler - 135.25 <b>134.025</b>	
Waco - 133.3	
Wichita Falls-(Site Nr1) - <b>132.925</b> <b>124.525</b>	
Wichita Falls (Site Nr2) - 133.5 <b>127.95</b>	

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<b>® HOUSTON CENTER – 134.35</b>	<b>H-6-7-8-9, L-15-16-17-18</b>
Arr-Dep US – <b>135.77</b> 134.95 <b>133.75</b> 133.4 <b>132.65</b> <b>132.4</b> 128.3 127.8 125.75 120.35	(KZHU)
Alexandria – <b>132.7</b> 127.85	
Austin – <b>132.725</b> 125.65	
Beaumont – 133.8 126.95	
Cameron County – <b>132.65</b> 132.65	
College Station – <b>135.325</b> 134.8 134.5 125.15 120.4	
Fredericksburg – 134.2 <b>132.725</b>	
Galveston – 133.8	
Galveston A – 133.4	
Grand Isle – 134.9 132.175	
Houma – <b>132.65</b> 132.65	
Intracoastal City – 120.35	
Kerrville – 134.95	
Kingsville – <b>133.75</b> 128.15	
Lacombe – 126.875	
Lafayette – <b>133.65</b> 126.35	
Lake Charles – <b>132.95</b> 124.7	
Laredo – 128.6 127.8 <b>126.75</b>	
Lometa – 132.35	
Lufkin – 134.8 <b>133.575</b> <b>132.775</b>	
Newton – 134.8 126.95	
New Orleans – 126.35 127.0	
Palacios – 132.15 128.6	
Rockport – <b>135.47</b> 134.6 128.15	
Rocksprings – <b>132.4</b> 125.75	
San Antonio – 134.95 132.8 <b>125.25</b>	
San Antonio A – <b>135.65</b> 134.6 126.425 120.6	
Sealy – 132.15 <b>126.425</b> 119.175	
Uvalde – 134.95 126.1	
Victoria – 135.05	
Vermillion – 120.35	

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<b>® KANSAS CITY CENTER – 135.3</b>	<b>H-5-6, L-6-11-21-23, A-2</b>
Gage – 126.95	(KZKC)
Oklahoma City – 128.3	
Ponca City – 127.8	
Tulsa – 135.55 128.8	

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<b>® MEMPHIS CENTER – 134.25 124.35 120.85 119.3</b>	<b>H-5-6-9, L-6-8-14-17-21</b>
Brinkley – 135.3 <b>124.025</b> 126.85 120.85	(KZME)
Fayetteville – <b>132.55</b> 126.1	
Fort Smith – 126.1	
Greenville – 135.8 <b>133.075</b> <b>124.925</b>	
Harrison – 126.85	
Hot Springs – 127.825	
Malden – 135.5	
McKellar – 134.65	
Pine Bluff – <b>132.425</b> <b>135.875</b> <b>125.475</b>	
Russellville – 128.475	
South Fulton – 128.05	
Walnut Ridge – <b>132.375</b> 120.075	

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VHF frequencies available at Flight Service Stations and at their remote communication outlets (RCO's) are listed below for the coverage of this volume. Frequencies in bold type are available all altitudes but recommended for use FL180 and above. "T" indicates transmit only and "R" indicates receive only. RCO's available at NAVAID's are listed after the NAVAID name. RCO's not at NAVAID's are listed by name.

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**ALBUQUERQUE AFSS 122.55**

ALAMOGORDO RCO 122.15  
 ANTON CHICO VORTAC 117.8T 122.1R  
 CARLSBAD RCO 122.65  
 CIMARRON VORTAC 116.4T 122.1R  
 CLINES CORNERS RCO 122.3  
 CLOVIS RCO 122.5  
 CORONA VORTAC 115.5T 122.1R  
 DEMING RCO 122.2  
 EL PASO RCO **122.4** 122.55  
 FARMINGTON RCO 122.4  
 GALLUP VORTAC 115.1T 122.1R **122.6**  
 GUADALUPE PASS RCO 122.35  
 HOBBS RCO 122.2  
 LAS VEGAS RCO 122.6  
 ROSWELL RCO **122.45**  
 RUIDOSO RCO 122.25  
 SANTA FE RCO 122.2  
 SILVER CITY VORTAC 110.8T 122.1R  
 SOCORRO VORTAC 116.8T 122.1R  
 TAOS VORTAC 117.6T 122.1R 122.25  
 TRUTH OR CONSEQUENCES RCO 122.2  
 TUCUMCARI RCO 122.35  
 ZUNI RCO 122.05

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**DE RIDDER AFSS 122.2**

BATON ROUGE RCO 122.2  
 DRISKILL MOUNTAIN RCO 122.35  
 ESLER RCO **122.55**  
 HOUMA RCO 122.45  
 LAFAYETTE RCO 122.35  
 LAKE CHARLES RCO **122.3**  
 LEEVILLE VORTAC 113.5T 122.1R  
 MANY RCO 122.15  
 MONROE RCO 122.25  
 NEW ORLEANS RCO **122.6**  
 PATTERSON RCO 122.5  
 SHREVEPORT RCO **122.6**  
 SOUTH TIMBALIER RCO 122.6  
 TIBBY VORTAC 112.0T 122.1R  
 VERMILLION RCO 122.6

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**FORT WORTH AFSS 122.6**

ABILENE RCO **122.65**  
 AMARILLO RCO **122.65**  
 BRECKENRIDGE RCO 122.5  
 BROWNWOOD RCO 122.5  
 CHILDRESS RCO 122.45  
 DALHART RCO 122.2  
 DALLAS RCO 122.3  
 GREGG COUNTY RCO 122.2  
 JACKSBORO RCO 122.4  
 LUBBOCK RCO 122.55  
 MINERAL WELLS RCO 122.2  
 PARIS RCO 122.25  
 PLAINVIEW RCO 122.55  
 SHERMAN/DENISON RCO 122.3  
 SNYDER RCO 122.45  
 TYLER RCO 122.3  
 WACO RCO **122.15**  
 ICHITA FALLS RCO 122.65

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**JONESBORO AFSS** 122.2 122.3

BATESVILLE RCO 122.25  
 EL DORADO RCO 122.65  
 FAYETTEVILLE RCO 122.3  
 FAYETTEVILLE (SPRINGDALE) RCO 122.55  
 FLIPPIN RCO 122.35  
 FORT SMITH RCO 122.2  
 HARRISON RCO 122.45  
 HOT SPRINGS VOR/DME 110.0T 122.1R  
 LITTLE ROCK RCO **122.55**  
 MONTICELLO VOR/DME 111.6T 122.1R  
 PINE BLUFF RCO 122.6  
 SOCIAL HILL RCO 122.075  
 TEXARKANA RCO **122.45**  
 WALNUT RIDGE VORTAC 114.5T 122.1R

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**MC ALESTER AFSS** 122.65

ADA RCO **122.45**  
 ARDMORE RCO **122.55**  
 BARTLESVILLE RCO 123.6  
 GAGE RCO **122.55**  
 HOBART RCO 122.2  
 MUSKOGEE RCO 122.5  
 NORMAN RCO **122.15**  
 PONCA CITY RCO **122.25**  
 RICH MOUNTAIN RCO 122.6  
 SAYRE VORTAC 115.2T 122.1R  
 STILLWATER RCO 122.3  
 TULSA RCO 122.2 **123.65**  
 WILEY POST RCO 122.4 **122.65**  
 WOODRING RCO 122.6

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**MONTGOMERY COUNTY AFSS** 122.2

BEAUMONT RCO 122.2  
 BRAZOS RCO 122.5  
 CENTER RCO 122.6  
 COLLEGE STATION RCO 122.2 **122.65**  
 GALVESTON RCO **122.15** 122.2  
 HIGH ISLAND RCO **122.35**  
 HOBBY RCO **122.35**  
 HOUSTON RCO **122.4**  
 HUNTSVILLE RCO 122.3  
 JASPER RCO **122.5**  
 LUFKIN RCO 122.2  
 PALACIOS RCO **122.25**  
 VICTORIA RCO 122.2

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**SAN ANGELO AFSS** 122.25

ALICE RCO 122.6  
 AUSTIN RCO 122.55  
 BIG SPRING RCO 122.4  
 BROWNSVILLE RCO 122.3  
 CENTER POINT VORTAC 117.5T 122.1R  
 CORPUS CHRISTI RCO **122.65**  
 COTULLA RCO 122.2  
 DEL RIO RCO 122.3  
 EAGLE PASS RCO 122.3 **122.3**  
 FORT STOCKTON VORTAC 116.9 122.1R  
 HARLINGEN RCO **122.35**  
 JUNCTION RCO 122.3  
 LAMPASAS RCO 122.55  
 LAREDO RCO 122.3  
 MARFA VOR/DME 115.9T 122.1R  
 MC ALLEN RCO 122.2  
 MIDLAND RCO 122.6  
 PECOS VOR/DME 111.8T 122.1R  
 ROCKSPRINGS VORTAC 111.2T 122.1R  
 SAN ANTONIO RCO 122.2 122.3  
 STONEWALL VORTAC 113.8T 122.1R  
 TEMPLE VOR/DME 110.4T 122.1R  
 THREE RIVERS VORTAC 111.4T 122.1R  
 UVALDE RCO 123.65  
 WINK RCO 122.05

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**FLIGHT STANDARDS DISTRICT OFFICES (FSDO)**

Below is a list of FSDO's in the area of coverage of this directory. These offices serve the aviation industry and the general public on matters relating to certification and operation of general aviation aircraft. Address letters to Manager, Flight Standards District Office—Federal Aviation Administration.

**ARKANSAS**

1701 Bond Street  
Little Rock, AR  
Telephone: 501-918-4400  
1-800-632-9566 (AR only)

**LOUISIANA**

9191 Plank Road  
Baton Rouge, LA 70811  
Telephone: 225-358-6800  
1-800-821-1960

**NEW MEXICO**

1601 Randolph Road SE, Suite 200N  
Albuquerque, NM 87106  
Telephone: 505-764-1200  
1-800-531-8999 (NM only)  
1-800-531-1124

**OKLAHOMA**

The Parkway Building  
1300 S. Meridian, Suite 601  
Oklahoma City, OK 73108  
Telephone: 405-951-4200

**TEXAS**

3300 Love Field Drive  
Dallas, TX 75235  
Telephone: 214-902-1800  
214-902-1862 (Fax)  
214-902-1872 (Fax)

DFW Business Center, Suite 400  
DFW Airport, TX 75261  
Telephone: 972-456-6900

Route 3, Box 51  
Lubbock, TX 79403-9712  
Telephone: 806-740-3800  
806-740-3809 (Fax)  
1-800-858-4115

10100 Reunion Place, Suite 200  
San Antonio, TX 78216-4128  
Telephone: 210-308-3300  
1-800-292-2023

2260 Alliance Blvd  
Fort Worth, TX 76177  
Telephone: 817-491-5000

13100 Space Center Blvd., Suite 5400  
Houston, TX 77059-3598  
Telephone: 281-212-9700  
888-285-2127 (Toll free)  
281-212-9759 (Fax)

# PREFERRED IFR ROUTES

A system of preferred routes has been established to guide pilots in planning their routes of flight to minimize route changes during the operational phase of flight, and to aid in the efficient orderly management of the air traffic using federal airways. The preferred IFR routes which follow are designed to serve the needs of airspace users and to provide for a systematic flow of air traffic in the major terminal and enroute flight environments. Cooperation by all pilots in filing preferred routes will result in fewer traffic delays and will better provide for efficient departure, enroute and arrival air traffic service.

The following lists contain preferred IFR routes for the low altitude stratum and the high altitude stratum. The high altitude list is in two sections; the first section showing terminal to terminal routes and the second section showing single direction route segments. Also, on some high altitude routes low altitude airways are included as transition routes.

The following will explain the terms/abbreviations used in the listing:

1. Preferred routes beginning/ending with an airway number indicate that the airway essentially overlies the airport and flight are normally cleared directly on the airway.
2. Preferred IFR routes beginning/ending with a fix indicate that aircraft may be routed to/from these fixes via a Standard Instrument Departure (SID) route, radar vectors (RV), or a Standard Terminal Arrival Route (STAR).
3. Preferred IFR routes for major terminals selected are listed alphabetically under the name of the departure airport. Where several airports are in proximity they are listed under the principal airport and categorized as a metropolitan area; e.g., New York Metro Area.
4. Preferred IFR routes used in one direction only for selected segments, irrespective of point of departure or destination, are listed numerically showing the segment fixes and the direction and times effective.
5. Where more than one route is listed the routes have equal priority for use.
6. Official location identifiers are used in the route description for VOR/VORTAC nav aids.
7. Intersection names are spelled out.
8. Navaid radial and distance fixes (e.g., ARD201113) have been used in the route description in an expediency and intersection names will be assigned as soon as routine processing can be accomplished. Navaid radial (no distance stated) may be used to describe a route to intercept a specified airway (e.g., MIV MIV101 V39; another navaid radial (e.g., UIM UIM255 GSW081); or an intersection (e.g., GSW081 FITCH).
9. Where two nav aids, an intersection and a nav aid, a nav aid and a navaid radial and distance point, or any navigable combination of these route descriptions follow in succession, the route is direct.
10. The effective times for the routes are in UTC. During periods of daylight savings time effective times will be one hour earlier than indicated. All states observe daylight savings time except Arizona, that portion of Indiana in the eastern time zone, Puerto Rico, and the Virgin Islands. Pilots planning flight between the terminals or route segments listed should file for the appropriate preferred IFR route.
11. (90–170 incl) altitude flight level assignment in hundred of feet.
12. The notations “pressurized” and “unpressurized” for certain low altitude preferred routes to Kennedy Airport indicate the preferred route based on aircraft performance.
13. High Altitude Preferred IFR Routes are in effect during the following time periods unless otherwise noted.
 

Sun .....	1300–2259 local time.
Mon thru Fri .....	0701–2259 local time.
Sat .....	0701–1459 local time.
14. Use current SIDs and STARs for flight planning.
15. For high altitude routes, the portion of the routes contained in brackets is suggested but optional. The portion of the route outside the brackets will likely be required by the facilities involved.

## LOW ALTITUDE

Terminals	Route	Effective Times (UTC)
<b>DALLAS/FORT WORTH AREA</b>		
Atlanta.....	TTT084 SOLD0 UIM V54 TXK V278 VUZ V417	
	MAYES V325 DALAS ATL .....	0000–2359
Chicago Midway .....	FUZ022 MLC206 MLC V63 UIN V116 PIA PIA056	
	MOTIF JOT .....	0000–2359
Chicago O'Hare.....	FUZ022 MLC206 MLC V63 UIN V116 PIA V262	
	BDF V10 PLANO .....	0000–2359
Houston Hobby .....	V369 TNV.....	0000–2359
Memphis.....	TTT084 SOLD0 UIM V54 TXK V16 UJM .....	1200–1400
	and	1800–0000
New Orleans.....	TTT084 SOLD0 UIM V114 VEILS .....	0000–2359
San Antonio.....	ACT V358 STV .....	0000–2359
<b>HOUSTON METRO AREA</b>		
Dallas/Fort Worth Area .....	V477 CQY .....	0000–2359
From BUSH INTCTL:		
New Orleans .....	(below FL180) TRIOS V222 LCH V20 .....	1100–0300
From HOUSTON HOBBY:		
New Orleans .....	(below FL180) V198 TBD V552 .....	1100–0300

Terminals	Route	Effective Times (UTC)
<b>NEW ORLEANS METRO AREA</b>		
Dallas/Fort Worth.....	RQR V566 AEX V114 GGG V94 CQY .....	0000-2359
<b>TULSA</b>		
Indianapolis .....	V14 SGF V190 PXV V11 .....	0000-2359
Springfield, IL .....	V14 SGF V63 UIN V50 .....	0000-2359
Terre Haute .....	V14 SGF V190 PXV V7 .....	0000-2359
<b>HIGH ALTITUDE</b>		
<b>ALBUQUERQUE</b>		
Chicago O'Hare .....	J18 GCK J96 IRK BDF-STAR .....	1100-0400
<b>BATON ROUGE METRO AREA</b>		
Atlanta.....	GCV LGC-STAR .....	
	or	
	(RNAV only) GCV HONIE RNAV*TWO-STAR .....	
<b>DALLAS/FORT WORTH METRO AREA</b>		
Baltimore .....	TXK J42 BKW J147 CSN OTT-STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) TXK J42 BKW J147 CSN RAVNN (RNAV)-STAR .....	
Boston.....	TTT064 LIT235 LIT J131 PXV J29 JHW J82 ALB GDM-STAR .....	
	or	
	SQS J52 ATL GRD J209 RDU J207 FKN J79 JFK060060 ORW PVD V151 INNDY .....	
Charlotte, NC.....	SQS J52 ATL UNARM-STAR .....	
Chicago Midway .....	FUZ J181 MAGOO MOTIF-STAR .....	
Chicago O'Hare .....	FUZ J181 BDF BDF-STAR .....	1200-0400
Cincinnati.....	TXK J42 MEM J29 PXV MOSEY-STAR .....	
Cleveland Metro.....	PXV ABERZ-STAR .....	
Denver .....	ADM ADM303 ROLLS J52 LAA QUIL-STAR .....	
Detroit/Wayne .....	LIT J131 PXV VHP FWA MIZAR-STAR .....	1200-0400
Detroit Satellites:		
Pontiac, Willow Run, Ann Arbor.....	TXK J131 PXV VHP FWA CRUXX-STAR .....	
Young, Windsor, Young .....	TXK J131 PXV VHP FWA V96 VWV VWV051 POOFE .....	
Fort Lauderdale.....	(all others) SWB HRV Q105 BLVNS Q102 BAGGS RSW FORTL-STAR .....	
	or	
	(/E, /G, /R, /J, /L, /Q) SWB HRV Q 105 BLVNS Q102 BAGGS RSW SWAGS (RNAV)-STAR .....	
Kennedy (JFK).....	SQS J52 ATL GRD J209 ORF J121 SIE CAMRN-STAR .....	
La Guardia (LGA) .....	SQS J52 ATL AHN J208 HPW J191 PXT KORRY-STAR .....	
Louisville .....	TXK J42 BNA BNA037 BARRY EWO .....	
Miami .....	(all others) SWB HRV Q105 BLVNS Q102 CYY CYY-STAR .....	
	or	
	(all others) SWB MCB J50 CEW J2 SZW J43 PIE CYY-STAR .....	
	or	
	(E, /G, /R, /J, /L, /Q) SWB HRV Q105 BLVNS Q102 CYY DEEDS (RNAV)-STAR .....	
	or	
	(E, /G, /R, /J, /L, /Q) SWB MCB J50 CEW J2 SZW J43 PIE DEEDS (RNAV)-STAR .....	
Newark, NJ .....	TXK J42 GVE DYLIN-STAR .....	
Philadelphia .....	TXK J42 OTT DQO-STAR .....	
Phoenix.....	ABI J4 SSO J50 TOTEC .....	0100-0500
Pittsburgh .....	TXK J42 MEM J29 PXV HNN WISKE-STAR .....	
San Francisco.....	TTT275 GTH119 GTH GTH288 TCC105 TCC J76 FTI J58 OAL MOD .....	
San Jose, CA .....	TTT275 GTH119 GTH GTH288 TCC105 TCC J76 FTI J58 OAL HYP .....	
West Palm Beach .....	SWB HRV Q105 REDFN Q100 SRQ GULLO (RNAV)-STAR .....	

Terminals	Route	Effective Times (UTC)
	or	
	SWB MCB J50 CEW J2 SZW CTY GULLO	
	(RNAV)–STAR.....	
	or	
	(GPS or DME/DME–IRU equipped) SWB MCB J50	
	CEW J2 SZW CTY GULLO (RNAV)–STAR .....	
	or	
	(GPS or DME/DME–IRU equipped) SWB HRV	
	Q105 REDFN Q100 SRQ GULLO (RNAV)–STAR ..	
<b>HOUSTON METRO AREA</b>		
Atlanta.....	BTR GCV LGC–STAR.....	
	or	
	(RNAV only) BTR GCV HONIE RNAV* TWO–STAR ....	
Baltimore, MD .....	BTR SJI J37 SPA J14 RIC OTT–STAR .....	
	or	
	(GPS or DME/DME–IRU equipped) BTR SJI J37	
	SPA J14 RIC RAVNN (RNAV)–STAR .....	
Boston.....	BTR SJI J37 MGM MGM048138 GRD J209 RDU	
	J207 FKN J79 JFK ORW–STAR .....	
Bradley .....	BTR SJI J37 MGM MGM048138 GRD J209 RDU	
	J207 FKN J79 JFK DPK DPK–STAR .....	
Charlotte.....	BTR BTR055100 MEI J239 ATL UNARM–STAR .....	1400–0100
Chicago O'Hare.....	J101 STL STL349 MAG00 BDF–STAR .....	0111–2024
		and
		2126–2359
	or	
	J33 FUZ J105 BDF–STAR.....	2025–2125
		and
		0000–0110
Cincinnati.....	J101 LIT J131 PXV MOSEY–STAR .....	
Cleveland Metro.....	PXV ABERZ–STAR .....	
Detroit/Wayne .....	J101 LIT J131 PXV VHP FWA MIZAR–STAR .....	
Fort Lauderdale.....	LEV Q102 BAGGS RSW FORTL–STAR .....	
Kennedy (JFK).....	BTR SJI J37 MGM MGM048138 GRD J209 ORF	
	J121 SIE CAMRN–STAR .....	
La Guardia (LGA) .....	BTR SJI J37 MGM AHN J208 HPW J191 PXT	
	KORRY–STAR.....	
Miami .....	(all others) LEV Q102 CYY CYY STAR .....	
	or	
	(/E, /G, /R, /J, /L, /Q) LEV Q102 CYY DEEDS	
	(RNAV)–STAR.....	
Newark, NJ .....	BTR SJI J37 SPA J14 J51 FAK DYLIN–STAR .....	
Orlando.....	LEV Q100 REMIS PIE MINEE STAR.....	
Philadelphia .....	BTR SJI J37 SPA J14 J51 FAK DPNT–STAR .....	
Pittsburgh.....	J101 LIT J131 PXV IIU HNN WISKE–STAR .....	
Tampa/St. Petersburg .....	LEV Q100 REMIS BLOND BLOND–STAR .....	
Washington Dulles .....	BTR SJI J37 SPA J14 J51 FAK COATT–STAR.....	
Washington Natl.....	BTR SJI J37 SPA J14 RIC IRONS–STAR .....	
	or	
	(GPS or DME/DME–IRU equipped) BTR SJI J37	
	SPA J14 RIC OJAAY (RNAV)–STAR .....	
West Palm Beach .....	LEV Q100 SRQ GULLO (RNAV)–STAR.....	
	or	
	(GPS or DME/DME–IRU equipped) LEV Q100 SRQ	
	GULLO (RNAV)–STAR .....	
<b>NEW ORLEANS</b>		
Atlanta.....	GCV LGC–STAR .....	
Baltimore, MD .....	J37 SPA J14 RIC OTT–STAR .....	
	or	
	(GPS or DME/DME–IRU equipped) J37 SPA J14	
	RIC RAVVN (RNAV)–STAR.....	
Boston.....	J37 MGM MGM048138 GRD J209 RDU J207 FKN	
	J79 JFK ORW–STAR .....	
Bradley .....	J37 MGM MGM048138 GRD J209 RDU J207 FKN	
	J79 JFK DPK DPK–STAR .....	
Charlotte.....	MEI J239 ATL UNARM STAR.....	

Terminals	Route	Effective Times (UTC)
Chicago O'Hare .....	J29 KURTZ VHP OKK OKK-STAR .....	2030-2100
Cincinnati .....	J35 MEM J29 PXV MOSEY-STAR .....	
Cleveland Metro .....	IIU ABERZ-STAR .....	
Denver .....	J58 FUZ J21 ADM J52 LAA QUAIL-STAR .....	
Detroit/Wayne .....	MEM J29 IMPEL VHP FWA MIZAR-STAR .....	
Kennedy (JFK) .....	J37 MGM MGM048138 GRD J209 ORF J121 SIE CAMRN-STAR .....	
La Guardia (LGA) .....	J37 MGM AHN J208 HPW J191 PXT KORRY-STAR .....	
Louisville .....	J35 MEM BWG EWO .....	
Newark, NJ .....	J37 SPA J14 J51 FAK DYLIN-STAR .....	
Washington Dulles .....	J37 SPA J14 J51 FAK COATT-STAR .....	
Washington Natl. ....	J37 SPA J14 RIC IRONS-STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) J37 SPA J14 RIC OJAAY (RNAV)-STAR .....	
<b>SAN ANTONIO</b>		
Atlanta .....	J2 LCH J590 GCV LGC STAR .....	
	or	
	(RNAV only) J2 LCH J590 GCV HONIE RNAV-STAR	
Denver .....	J17 AMA TBE J171 TODDE QUAIL-STAR .....	
Detroit/Wayne .....	ALAMO-DP LFK J29 MEM PXV VHP FWA MIZAR-STAR .....	

### HIGH ALTITUDE—SINGLE DIRECTION ROUTES

Airway	Segment Fixes	Direction Effective	Effective Times (UTC)
J6 .....	Lancaster, PA to Little Rock, AR .....	Southwest	1100-0300
J42 .....	Texarkana, AR to Robbinsville, NJ .....	Northeast	1100-0300
J110 .....	Farmington, NM to Boudler City, NV .....	West	1500-0300
J180 .....	Little Rock, AR to Humble, TX .....	Southwest	1200-0400

### GULF OF MEXICO "Q ROUTES"

These area navigation routes extend more than 12 miles offshore in airspace controlled by the Federal Aviation Administration (FAA). Additional regulatory information for these routes can be found in the Notices to Airmen Publication, Part 3, International Notices to Airmen.

These routes have a Minimum Obstruction Clearance Altitude (MOCA) of 1500 feet (MSL). The Minimum Enroute Altitude (MEA) for these routes is 6000 feet (MSL)

#### Q100

LEV VORTAC	
REDFN	N28°52.98'/W088°42.11'
ROZZI	N28°18.87'/W086°42.31'
REMISS	N27°53.04'/W085°15.47'
SRQ VORTAC	

#### Q102

LEV VORTAC	
BLVNS	N28°22.94'/W088°02.05'
BUNNZ	N28°00.58'/W086°45.76'
BACCA	N27°35.51'/W085°20.66'
CIGAR	N27°29.61'/W084°46.99'
BAGGS	N27°08.06'/W082°50.45'
CYY VORTAC	

#### Q105

HRV VORTAC	
FATSO	N29°41.40'/W089°47.08'
REDFN	N28°52.98'/W088°42.11'
BLVNS	N28°22.94'/W088°02.05'

## Q-ROUTES REGULATORY

**Q1, Q3, Q5, Q7, Q9 and Q11 are preferred single direction (Southbound) Q routes; flight planning Northbound not authorized.**

Q routes are RNAV routes that require the use of GNSS or DME/DME/IRU RNAV, unless otherwise indicated. Please note that this section does not apply to Q routes in the Gulf of Mexico. Gulf of Mexico Q routes are explained in the Southeast and South Central A/FD volumes. Q routes listed in this A/FD volume have at least part of one of their leg segments within this volume's area of coverage.

GNSS and DME/DME/IRU RNAV operations are authorized along Q routes at FL 180 and above. GNSS and DME/DME/IRU RNAV MEAs will only be published if above FL 180.

DME facilities that have been assessed for RNAV operations are listed below. Q routes with no DME facilities listed are limited to GNSS RNAV operations only. Those routes will have an enroute chart note "GNSS REQUIRED".

Route	Segment	DME
<b>Q19</b>	PLESS-NASHVILLE	ENL, GQO, PXV, BNA, IIU, FAM, BWG, CSX
<b>Q21</b>	JONEZ-RAZORBACK	BYP, EOS, TUL, TXK, ADM, RZC, OKM
<b>Q23</b>	FORT SMITH-RAZORBACK	OKM, RZC, EOS, TUL
<b>Q25</b>	MEEOW-WALNUT RIDGE	ELD, MEM, LIT, FAM, RZC
	WALNUT RIDGE-WLSUN	MEM, STL, BWG, PXV, ENL, FAM, ARG, BNA, CSX, TTH
	WLSUN-POCKET CITY	BWG, PXV, ENL, BNA, TTH
<b>Q26</b>	WALNUT RIDGE-DEVAC	LIT, JKS, GQO, MEM, BNA, FAM, ARG, DYR, VUZ, RMG
<b>Q27</b>	FORT SMITH-ZALDA	OKM, SGF, RZC, EOS, TUL
<b>Q28</b>	GRAZN-PYRMD	EIC, LIT, ELD, OKM, TXK
	PYRMD-HAKAT	ARG, LIT, FAM, ELD, SGF, RZC, MEM, TXK
	HAKAT-ESTEE	ARG, LIT, FAM, SGF, MEM
	ESTEE-POCKET CITY	ARG, CSX, FAM, PXV, ENL, MEM, STL, BWG, TTH, BNA
<b>Q29</b>	HARES-MEMPHIS	MEM, ARG, LIT, JAN, ELD, SQS
	MEMPHIS-SIDAE	MEM, PXV, BNA, BWG, ARG, ENL
	SIDAE-POCKET CITY	PXV, TTH, BWG, ENL
<b>Q30</b>	SIDON-VULCAN	GLH, MEM, VUZ, JAN, JYU, MEI, MGM, SQS, RMG
<b>Q31</b>	DHART-JODOX	SQS, LIT, TXK
	JODOX-MARVELL	SQS, LIT, ELD, MEM, ARG
	MARVELL-TIIDE	ARG, BWG, PXV, FAM, LIT, MEM, ENL, TTH
	TIIDE-POCKET CITY	BWG, PXV, ENL, TTH
<b>Q32</b>	EL DORADO-GAGLE	AEX, JAN, MEM, SQS, SWB, ELD, LIT, TXK
	GAGLE-CRAMM	JAN, SQS, MEM, ARG, VUZ, BNA, LIT
	CRAMM-NASHVILLE	BWG, MEM, VUZ, BNA, GQO
	NASHVILLE-SWAPP	BWG, IIU, PXV, VXV, BNA, GQO
<b>Q33</b>	DHART-LITTLE ROCK	AEX, ELD, LIT, TXK, SWB, ARG, MEM, SQS
	LITTLE ROCK-PROWL	ELD, SGF, FAM, LIT, ARG, MEM, RZC, CSX, STL
<b>Q34</b>	TEXARKANA-MATIE	LIT, SWB, TXK, BYP, EIC, ELD, SQS
	MATIE-MEMPHIS	LIT, ARG, MEM, ELD, SQS
	MEMPHIS-SWAPP	BWG, ARG, MEM, MKL, SQS, PXV, BNA, GQO, IIU, VXV
<b>Q36</b>	RAXORBACK-TWITS	RZC, MEM, SGF, BUM, TUL, EOS, FAM, ARG, LIT
	TWITS-DEPEC	MEM, GQO, BNA, BWG, FAM, ARG, PXV, IIU
	DEPEC-NASHVILLE	GQO, BWG, BNA, PXV, IIU
	NASHVILLE-SWAPP	VXV, BWG, BNA, GQO, PXV, IIU
<b>Q38</b>	ROKIT-INCIN	DAS, LCH, SWB, IAH, LFK, HUB, AEX
	INCIN-LAREY	JAN, MCB, SWB, AEX
	LAREY-BESOM	JAN, JYU, MEI, SQS, VUZ
<b>Q40</b>	ALEXANDRIA-DOOMS	AEX, SWB, LCH, JAN, HEZ, MCB
	DOOMS-WINAP	JAN, SQS, MEL, MCB
	WINAP-MISLE	MEI, VUZ, JYU
<b>Q104</b>	DEFUN-HEVVN	PIE, PZD, CRG, SZW, TAY, JYU, CEW, MGM, OTK, CRG
	HEVVN-PLYER	PIE, ORL, OMN, SRQ, TAY, LAL, CRG, SZW, PZD
	PLYER-SWABE	PIE, ORL, OMN, SRQ, TAY
	SWABE-ST PETERSBURG	LAL, ORL, OMN, SRQ, PHK, PIE
	ST PETERSBURG-CYPRESS	PHK, PBI, SRQ, PIE, VRB, ORL, FLL, LAL, OMN
<b>Q106</b>	SMELZ-BULZI	LAL, ORL, OMN, PHK, PIE, CRG, VRB, TAY, OTK, PZD, AMG, SZW
	BULZI-DRABK	AMG, PZD, TAY, CRG, SZW, MGM, OTK, JYU, CEW, SJI
	DRABK-GADAY	MGM, PZD, OTK, JYU, SZW, CEW, SJI
<b>Q108</b>	GADAY-CLAWZ	MGM, SJI, CEW, JYU, PZD, OTK, MCN, SZW, LGC, TAY, AMG



Route	Segment	DME
<b>Q110</b>	KPASA-BRUTS BRUTS-GULFR GULFR-FEONA	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG OMN, AMG, CRG, SZW, PIE, TAY, PZD, OTK TAY, MCN, PZD, CRG, OTK, SZW, AMG, MCN, ATL, MGM
<b>Q112</b>	DEFUN-HEVVN HEVVN-INPIN	PIE, OTK, CRG, OMN, LAL, SZW, SRQ, ORL, VRB JYU, PZD, CEW, SZW, MGM, OTK, TAY, AMG, PIE, CRG
<b>Q116</b>	KPASA-BRUTS BRUTS-GULFR GULFR-CEEYA	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK MCN, AMG, PZD, OTK, SZW, TAY
<b>Q118</b>	KPASA-BRUTS BRUTS-LENIE	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK, MCN

\*Denotes Critical DME Facility

**High Altitude Redesign (HAR) Phase I RNAV routing, pitch and catch points:**

The purpose of this section of the Special High Altitude Routes is to present user routing options for flight within the initial HAR Phase I expansion airspace. Users are able to fly user-preferred routes, referred to as non-restrictive routing, between specific fixes described by **pitch** (entry into) and **catch** (exit out of) the HAR airspace. Pitch points indicate an end of departure procedures, preferred IFR routings, or other established routing programs where a flight can begin a segment of non-restrictive routing. The catch point indicates where a flight ends a segment of non-restrictive routing and joins published arrival procedures, preferred IFR routing, or other established routing programs.

The HAR Phase I expansion airspace is defined as that airspace at and above FL 350 in fourteen of the western and southern Air Route Traffic Control Centers (ARTCCs). The airspace includes Minneapolis (ZMP), Chicago (ZAU), Kansas City (ZKC), Denver (ZDV), Salt Lake City (ZLC), Oakland (ZOA), Seattle Centers (ZSE), Los Angeles (ZLA), Albuquerque (ZAB), Fort Worth (ZFW), Memphis (ZME), and Houston (ZHU). Jacksonville (ZJX) and Miami (ZMA) are included for east-west routes only.

To develop a flight plan, select pitch and catch points based upon your desired route across the Phase I airspace. Filing requirements to pitch points, and from catch points, remain unchanged from current procedures. For the portion of the route between the pitch and catch points, non-restrictive routing is permitted.

Where pitch points for a specific airport are not identified, aircraft should file an appropriate departure procedure (DP), or any other user preferred routing prior to the NRR portion of their routing. Where catch points for a specific airport are not identified aircraft should file, after the non-restrictive routing portion of their routing, an appropriate arrival procedure or other user preferred routing to their destination.

Additionally, information concerning the location and schedule of Special Use Airspace (SUA) and Air Traffic Control Assigned Airspace (ATCAA) can be found on the Web Site: [www.faa.mil/hialt](http://www.faa.mil/hialt). ATCAA refers to airspace in the high altitude structure supporting military and other special operations. Users are encouraged to file around these areas when they are scheduled to be active.

In conjunction with the HAR program RNAV routes have been established to provide for a systematic flow of air traffic in specific portions of the enroute flight environment. The designator for these RNAV routes begin with the letter Q, for example, Q-501. Where those routes aid in the efficient orderly management of air traffic they will be published as preferred IFR routes.



## HAR Special High Altitude Pitch (entry) Points for non-restrictive routing for Airports Located Outside HAR Phase I Expansion Airspace

Westbound traffic originating outside of HAR airspace entering ZMP, ZAU, ZKC and ZME can begin non-restrictive routing over any of the following pitch points (listed from north to south):

DLH, CESNA, GEP, BAE, MKG, GRR, PMM, GSH, CADIZ, FWA, VHP, FLM, IIU, PXV, SGF, RZC, BNA, SALMS, VUZ, BOYDD, or MIE.

Traffic originating outside of HAR airspace may also begin non-restrictive routing upon crossing the pitch line depicted on the associated graphic.

## HAR Special High Altitude Pitch Points for Airports Located Within (below) HAR Phase I Expansion Airspace

This section lists pitch points for airports within the HAR Phase I expansion airspace.

Albuquerque	ABQ, GUP, HANOS or ZUN	
Austin Terminal Area	ABI, FUZ, JCT, MQP, NAVYS, SJT or TNV	
BOCA RATON, FL	TBIRD KPASA Q118 LENIE or TBIRD KPASA Q116 CEEYA or TBIRD KPASA Q110 FEONA or TBIRD SMELZ Q106 BULZI or TBIRD SMELZ Q106 GADAY	
Burbank includes Santa Monica And Van Nuys	DAG LAS or HEC EED or PMD BLH or GMN, or MAKRS	
Chicago Terminal Area	IOW, PLL275065, MZV or BAE	
Dallas/Fort Worth Terminal Area	Aircraft landing ORDT (Except MDW) shall file EAKER MIDE E BDF STAR or MLC J105 SGF BDF STAR. ABI, LBB, TCC, CDS, MRMAC, IRW, TUL, MLC, TXK, ELD, or SWB	
Denver Terminal Area	PUB, DVC, DBL, RLG, EKR, LAR, MBW, CYS, BFF, HANKI, NATTI, ASHBY, BELKE, CABET, WEEDS, OR BINKE	
Fort Lauderdale (or) Fort Lauderdale Executive	THNDR KPASA Q118 LENIE or THNDR KPASA Q116 CEEYA or THNDR KPASA Q110 FEONA or THNDR SMELZ Q106 GADAY or THNDR SMELZ Q106 BULZI	
Houston Bush	LIT, EMG, MLC, JCT or Aircraft destined ATL Terminal Area LCH Q24 PAYTN HONIE-RNAV STAR or Aircraft joining J37 to the North-East: BPT GUSTI Q22 CATLN Aircraft joining J42 to the North-East, ELD Q32 J42	
Houston Hobby	LIT, EMG, MLC, JCT, or Aircraft joining J42 to the North-East, ELD Q32 J42	
Jacksonville, FL	TAY	
Kansas City Terminal Area	TIFTO, CATTS or KENTN	

Los Angeles, includes Ontario	DAG LAS or TRM EED or TRM PKE or GMN, or RZS
Las Vegas	DOBNE, MOSBI, NICLE, TRALR or ZELOT
Long Beach includes Orange County	TRM PKE or TRM EED or GMN, SNS, EHF or LANDO
Memphis	BNA, HAAWK, SALMS or SQS
Miami Terminal Area	WINCO KPASA Q118 LENIE or WINCO KPASA Q116 CEEYA or WINCO KPASA Q110 FEONA or WINCO SMELZ Q106 GADAY or WINCO SMELZ Q106 BULZI
Milwaukee	GREAS
Minneapolis Terminal Area*	ONL, ABR, FAR, OBH, OVR, FOD
New Orleans Terminal Area	AEX, MEI, SQS or KAPLN
Orlando Terminal Area	WEBBS BRUTS Q118 LENIE or WEBBS GULFR Q116 CEEYA or WEBBS BULZI Q106 GADAY or WEBBS FEONA or WEBBS BULZI
Palm Beach, FL	TBIRD KPASA Q118 LENIE or TBIRD KPASA Q116 CEEYA or TBIRD KPASA Q110 FEONA or TBIRD SMELZ Q106 BULZI or TBIRD SMELZ Q106 GADAY
Palm Springs	TRM JOTNU BLD or TRM EED or TRM PKE
Phoenix	CHILY, CIE, CULTS, RSK, DOVEE, GCN, MESSI, SJN, DRYHT or MOHAK
Portland, OR	PDT or TIMEE
Salt Lake City	HVE, DTA, MLF, BCE, OAL, MTU, BVL, OCS, TWF, DBS or BPI or TCH J56 CHE or TCH J173 EKR
Saint Louis	VIH, MAP, MYERZ or MCM or HLV MCI

San Antonio Terminal Area	Aircraft North of LFK, LFK or Aircraft South of HUB, ELA or Aircraft South of LFK and North of HUB LCH or FUZ, SJT, MQP or ABI
San Diego	TRM EED or TRM PKE or TRM JOTNU BLD
San Francisco Bay Area	GALLI, INSLO, HAROL or JSICA
Oakland	GALLI, INSLO, HAROL or JSICA
San Jose	GALLI or INSLO
Seattle	BLUIT
Southwest Florida Airports (RSW/FMY)	JOCKS KPASA Q118 LENIE or JOCKS KPASA Q116 CEEYA or JOCKS KPASA Q110 FEONA or JOCKS SMELZ Q106 GADAY or JOCKS SMELZ Q106 BULZI
Tampa Terminal Area	BRUTS Q118 LENIE or GULFR Q116 CEEYA or BULZI Q106 GADAY or FEONA or BULZI

\*MSP area departures with destinations east of 93 degrees west longitude via preferred IFR routing.

### **Catch Points for Airports Located Outside HAR Phase I Expansion Airspace**

This section lists exit points for aircraft destined to specific destinations which are outside the HAR Phase I airspace.

Atlanta Terminal Area	Aircraft through Memphis airspace from Kansas City Center East of FAM, Pless Q19 BNA-STAR or Aircraft through Memphis airspace from Kansas City Center West of FAM, ARG Q26 DEVAC-STAR or MEM-STAR or Aircraft through Memphis airspace from Indianapolis Center West of a line from VHP to BWG, BNA-STAR or Aircraft through Memphis airspace from Indianapolis Airspace East of a line from VHP to BWG, BWG-STAR or Aircraft through Memphis airspace from Ft. Worth Center, MEM-STAR or MIE-STAR or MEI HONIE-RNAV STAR or PATYN HONIE-RNAV STAR
Baltimore-Washington*	GIJ, GEP, FLM, IIU, BAE, VHP, WHETT, BNA or VUZ
Boston*	GEP, CRL, ECK, IIU, BNA or VUZ
Buffalo*	GEP or CRL

Hartford Bradley*	GEP or CRL
Canton–Akron*	GIJ, VHP or GEP
Charlotte	BNA or VUZ
Cincinnati Terminal Area	Aircraft North of SLC: JOT or Aircraft over or South of SLC: ENL or SLC or SFO Departures: ENL or JOT BNA or PXV
Cleveland Terminal Area*	OBK
Detroit Terminal Area	BAE MKG POLAR–STAR or VHP FWA MIZAR–STAR
Detroit Young	LAN SPRTN–STAR or VHP FWA
Indianapolis Terminal Area	BIB, SPI or JOT
Louisville	ENL or MEM
Newark*	GEP, VHP, FLM, IIU, BNA or VUZ or IOW GIJ J554 CRL J584 SLT FQM–STAR
New York Kennedy*	GEP, VHP, FLM, IIU, BNA or VUZ or DBQ J94 PMM J70 LVZ LENDY–STAR
New York LaGuardia*	GIJ, GEP, VHP, BAE, FLM, IIU, BNA or VUZ
Philadelphia Terminal Area*	GIJ, GEP, VHP, BAE, WHETT, BNA or VUZ
Pittsburgh Terminal Area*	VHP, GIJ, BAE or GEP
Pontiac	LFD, LAN, VHP, FWA or GEP
Providence	JHW, HEMDI, CESNA, GEP, GRB, TVC, ASP, VHP, IIU, BNA or VUZ
Raleigh–Durham	FLM, IIU, BNA or VUZ
Toronto Terminal Area	ECK, SVM, SSM or GEP
Teterboro*	GEP, VHP, CRL, BNA or VUZ
Washington Dulles/National*	GIJ, GEP, FLM, IIU, BAE, VHP, WHETT, BNA or VUZ
White Plains*	GEP, VHP, CRL, FLM, IIU, BNA or VUZ
Willow Run*	LAN, LFD, VHP, FWA or GEP

\*Eastbound aircraft over-flying Minneapolis center airspace: Entering Toronto center, direct SSM or via J63 or J522 or Q505 or Q504 or Q502 or Q501.

or

Entering Chicago or Cleveland Center airspace from north of DPR J16 MCW: GEP

or

Entering Chicago or Cleveland center airspace from or south of DPR J16 MCW: CRL.

### **Catch Points for Airports Located Within (below) HAR Phase I Expansion Airspace**

This section lists exit points for aircraft destined to airports which are below HAR Phase I airspace.

Albuquerque Terminal Area	CURLY–STAR or ESPAN–STAR or LAVAN–STAR or LVS–STAR or MIERA–STAR
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Austin Terminal Area	<p>Aircraft West of a N-S line @LFX BLEWE-STAR or Aircraft East of a N-S line @LFX IDU-STAR or LLO-STAR</p>	
Boca Raton, FL	<p>CEW DEFUN Q112 INPIN SHADY-STAR Aircraft through ZHU remain South of ZME/ZTL airspace or DEFUN Q112 INPIN SHADY-STAR Aircraft through ZHU remain South of ZME/ZTL airspace or SZW INPIN SHADY-STAR</p>	
Chicago Midway	<p>CVA MOTIF-STAR or PIA MOTIF-STAR or DBQ CVA MOTIF-STAR or LMN MOTIF-STAR</p>	
Chicago O'Hare Terminal Area	<p>GEP DLL MSN JVL JVL-STAR or TVC PMM-STAR or FOD DBQ JVL JVL-STAR or MCW JVL-STAR or GCK IRK BDF-STAR</p>	
Dallas/Fort Worth Terminal Area	<p>Aircraft entering ZFW from ZHU between a line from, but not including, AEX to TTT, to, but not including, JCT, shall file JUMBO or AEX. or Aircraft flying between a line from JCT to TTT to CME, TQA or Aircraft flying between a line from, but not including, CME to TTT to, but not including, TCC TURKI or Aircraft flying between a line from TCC to TTT, to but not including, LBL, HEATR or Aircraft flying between a line from LBL to TTT to, but not including, PER, MOOSE or HEATR or Aircraft flying between a line from PER to TTT to, but not including, RZC LOSZY or Aircraft through Memphis airspace from North and West of PXV, RZC Q23 FSM-STAR or Aircraft through Memphis airspace from East of PXV, PXV Q25 MEEOW-STAR or Aircraft through Memphis airspace from J6 down to, but not including J52, LIT-STAR or SQS-STAR or Aircraft through Memphis airspace from J52 and South of J52, SQS-STAR or Aircraft flying between a line from, but not including, MLU to TTT to AEX, AEX</p>	



Denver Terminal Area

OATHE DANDD-STAR

or

HGO QUAIL-STAR

or

LOPEC-STAR

or

ALS LARKS-STAR

or

HBU POWDR-STAR

or

EKR TOMSN-STAR

or

CHE TOMSN-STAR

or

BFF LANDR-STAR

or

LBF SAYGE-STAR

or

HCT SAYGE-STAR

or

RSK LARKS-STAR

or

LAA QUAIL-STAR

or

GCK J154 RYLIE DANDD-STAR

or

OCS J154 ALPOE RAMMS-STAR

or

YANKI J114 SNY LANDR-STAR

or

Aircraft filed BIL or east: MBW RAMMS-STAR

| Ft Lauderdale or

Ft Lauderdale Executive

CEW DEFUN Q104 PIE SWAGS-STAR

Aircraft through ZHU remain South ZME/ZTL  
airspace

or

DEFUN Q104 PIE SWAGS-STAR

Aircraft through ZHU remain South of ZME/ZTL  
airspace

or

SZW HEVVN Q104 PIE SWAGS-STAR

|  
Houston Bush

CRP-STAR

or

CVE-STAR

or

Aircraft South and East of LLA

LLA-STAR

or

LLO-STAR

or

LUKIY-STAR

or

MISLE Q40 AEX-STAR

or

SAT-STAR

or

Aircraft North and East of SJI

SJI-STAR

or

Aircraft East of PXV

PXV Q31 DHART SWB-STAR

or

Aircraft North and West of PXV

PROWL Q33 DHART SWB-STAR

Houston Hobby	Aircraft South and East of GIRLY
	GIRLY-STAR
	or
	Aircraft North and East of SJI
	SJI-STAR
	or
	CRP-STAR
	or
	ELLVR-STAR
	or
	SAT-STAR
	or
	SWB-STAR
Jacksonville	or
	BESOM Q38 ROKIT ROKIT-STAR
	or
	Aircraft East of PXV
	PXV Q29 HARES SWB-STAR
	or
	Aircraft North and West of PXV
	PROWL Q33 DHART SWB-STAR
	GADAY ZOOSS TAY-STAR
	Aircraft through ZHU remain south of ZME/ZTL airspace
	or
	ZOOSS TAY-STAR
John Wayne-Orange County	HEC, PGS, BLD
	or
	Aircraft south of TBC (from ZAB)
	HIPPI
Kansas City Terminal Area	LMN BQS-STAR
	or
	PWE RBA-STAR
	or
	EMP JHAWK-STAR
Las Vegas	Aircraft over PGA or North of PGA
	KSINO-STAR
	or
	Aircraft South of PGA
	PGS LYSY-STAR
	or
	DILCO-STAR
	or
	LIDAT-STAR
	or
	IGM-STAR
Los Angeles Terminal Area	Aircraft North of TBC
	HEC or PGS
	or
	Aircraft South of TBC (from ZAB)
	HIPPI
	or
	BLD
Miami Terminal Area	CEW DEFUN Q104 CYY DEEDS-STAR
	Aircraft through ZHU remain South ZME/ZTL airspace
	or
	DEFUN Q104 CYY DEEDS-STAR
	Aircraft through ZHU remain South of ZME/ZTL airspace
	or
	SZW HEVVN Q104 CYY DEEDS-STAR

Minneapolis Terminal Area

Aircraft from North/West/South:

FAR GEP-STAR  
or  
RWF SKETR-STAR  
or  
ALO KASPR-STAR  
or  
BRD GEP-STAR  
or  
BAE EAU-STAR  
or  
FOD TWOLF-STAR

Memphis Terminal Area

ARG-STAR  
or  
BWG-STAR  
or  
FSM-STAR  
or  
PXV-STAR  
or  
LIT-STAR  
or  
RZC-STAR  
or  
SQS-STAR  
or  
VUZ-STAR  
or  
BNA-STAR  
or  
GQO-STAR  
or  
ELD-STAR

| Naples, FL

CEW DEFUN Q104 PLYER PIKKR-STAR  
Aircraft through ZHU remain South of ZME/ZTL  
airspace

|

DEFUN Q104 PLYER PIKKR-STAR  
Aircraft through ZHU remain South ZME/ZTL  
airspace

|

SZW HEVVN Q104 PLYER PIKKR-STAR

Nashville

CCT-STAR  
or  
GHM-STAR  
or  
GUITR-STAR  
or  
TINGS-STAR  
or  
VOLLS-STAR

New Orleans Terminal Area

BLUEZ-STAR  
or  
GPT-STAR  
or  
LCH-STAR  
or  
MCB-STAR  
or  
TBD-STAR  
or  
FATSO

Oakland	ILA
	or
	KATTS PAMMY
	or
	Aircraft over or South of a line ILC J16 DVC
	REANA KATTS PAMMY
	or
	Aircraft from North of ILC: JOPER PAMMY
	or
	KATTS PAMMY
Orlando Terminal Area	or
	Over or South of ILC: REANA KATTS PAMMY
	GADAY Q108 CLAWZ LEESE-STAR
	Aircraft through ZHU remain south of ZME/ZTL airspace
Palm Beach, FL	or
	OTK LEESE-STAR
	CEW DEFUN Q112 INPIN GULLO-STAR
	Aircraft through ZHU remain south of ZME/ZTL airspace
	or
	DEFUN Q112 INPIN GULLO-STAR
	Aircraft through ZHU remain south ZME/ZTL airspace
	or
	SZW INPIN GULLO-STAR
	or
Phoenix Includes Williams	CORKR DRK-STAR
	or
	Aircraft from ZDV GUP-STAR
	or
	Aircraft from ZAB ZUN-STAR
	or
	MOHAK-STAR
	or
	SSO
	or
Phoenix Satellites	VYLLA TUS-STAR
	FLG-STAR
	or
	SSO-STAR
	or
Portland, OR Terminal Area	MOHAK-STAR
	or
	VYLLA TUS-STAR
	ARNIT BONVL-STAR
	or
St. Louis	LARNO BONVL-STAR
	or
	MOXEE MOXEE-STAR
	SGF TRAKE-STAR
	or
	BUM TRAKE-STAR
	or
	ANX TRAKE-STAR
	or
	LMN IRK RIVRS-STAR
	or
	RBS VILA-STAR

Salt Lake City Terminal Area

JNC J12 HELPR SPANE-STAR  
 or  
 EKR MTU SPANE-STAR  
 or  
 BCE DTA-TCH  
 or  
 MLF DTA-TCH  
 or  
 BVL BVL-STAR  
 or  
 BYI BEARR-STAR  
 or  
 PIH BEARR-STAR  
 or  
 DBS LHO-STAR  
 or  
 JAC LHO-STAR  
 or  
 BPI LHO-STAR  
 or  
 OCS LHO-STAR

San Diego Terminal Area

EED-STAR  
 or  
 LAX-STAR  
 or  
 GBN-STAR

Santa Ana

HEC, PGS, BLD or HIPPI

San Antonio Terminal Area

West of a N-S line @ LFK  
 BLEWE-STAR  
 or  
 East of a N-S line @ LFK  
 IDU-STAR  
 or  
 CSI-STAR  
 or  
 JCT-STAR  
 or  
 LLO-STAR  
 or  
 CRP-STAR  
 or  
 LRD-STAR

San Francisco

FMG GOLDN-STAR  
 or  
 MVA MOD-STAR  
 or  
 ENI GOLDN-STAR  
 or  
 OAL MOD-STAR  
 or  
 South of a line ILC to DVC:  
 REANA KATTS OAL MOD-STAR

San Jose

FMG HYP HYP-STAR  
 or  
 OAL HYP HYP-STAR  
 or  
 ENI GOLDN-STAR  
 or  
 South of a line ILC to DVC  
 REANA KATTS KICHI CANDA HYP-STAR

Seattle Terminal Area

Aircraft From Northeast/Southeast/South:  
TEMPL GLASR-STAR  
or  
SUNED CHINS-STAR  
or  
BTG OLM-STAR

Southwest Florida Airports  
RSW and FMY

CEW DEFUN Q104 SWABE JOSFF-STAR  
Aircraft through ZHU remain south of ZME/ZTL  
airspace  
or  
DEFUN Q104 SWABE JOSFF-STAR  
Aircraft through ZHU remain south of ZME/ZTL  
airspace  
or  
SZW HEVNV Q104 SWABE JOSFF-STAR

Tampa Terminal Area

CEW DEFUN Q104 HEVNV DARBS-STAR/CLAMP-STAR  
Aircraft through ZHU remain south of ZME/ZTL  
airspace  
or  
DEFUN Q104 HEVNV DARBS-STAR/CLAMP-STAR  
Aircraft through ZHU remain south of ZME/ZTL  
airspace  
or  
SZW DARBS-STAR/CLAMP-STAR

Tucson

DRK PXR-STAR  
or  
MOHAK GBN-STAR

**NORTH AMERICAN ROUTES FOR  
NORTH ATLANTIC TRAFFIC (NAR)**

This is to notify all users that the North American Routes will be placed in the Northeast edition of the Airport/Facility Directory beginning January 1, 1998.

## VISUAL FLIGHT RULES (VFR) WAYPOINTS

VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a checkpoint flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual checkpoint name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC communications.

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database.

## HOUSTON TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPBWY	_____	N29°46.25'/W095°09.24'
VPDTN	_____	N29°46.59'/W095°22.01'
VPGLA	_____	N30°08.32'/W095°06.62'
VPGLB	_____	N30°07.80'/W094°55.70'
VPKTY	_____	N29°47.05'/W095°44.92'
VPPLN	_____	N30°08.80'/W095°50.42'
VPRSN	_____	N29°30.00'/W095°41.00'
VPSND	_____	N29°23.13'/W095°28.86'
VPSNT	_____	N29°49.29'/W094°53.94'
VPTNE	_____	N29°47.48'/W095°03.34'
VPTNW	_____	N29°47.06'/W095°33.81'
VPTRK	_____	N29°24.06'/W095°10.44'

## KANSAS CITY SECTIONAL AREA CHART

VPAGO	_____	N37°50.33'/W090°29.03'
VPBEK	_____	N37°15.07'/W092°30.67'
VPDEN	_____	N37°46.75'/W092°19.20'
VPENE	_____	N37°44.75'/W091°55.78'
VPESS	_____	N36°59.48'/W091°00.88'
VPFME	_____	N37°41.00'/W092°38.33'
VPGXY	_____	N37°15.50'/W091°40.17'
VPMBE	_____	N37°11.08'/W090°27.92'
VPMKE	_____	N37°24.47'/W092°40.00'
VPROV	_____	N38°01.72'/W091°12.81'
VPUTT	_____	N37°52.05'/W092°01.20'
VPWOC	_____	N37°18.03'/W092°18.63'
VPWRO	_____	N37°39.12'/W091°45.68'
VPXIZ	_____	N37°26.60'/W092°05.42'

## KANSAS CITY TERMINAL AREA CHART

VPATN	ATCHISON	N39°33.62'/W095°07.65'
VPBGS	BLUE SPRINGS	N39°01.82'/W094°16.32'
VPBSP	BONNER SPRINGS	N39°03.78'/W094°53.10'
VPCHB	CHOUTEAU BRIDGE	N39°08.77'/W094°32.03'
VPDSO	DE SOTO	N38°58.68'/W094°58.48'
VPESG	EXCELSIOR SPRINGS	N39°20.68'/W094°13.77'
VPGTB	GARRETSBURG	N39°40.92'/W094°41.45'
VPLAT	LATHROP WATER TANK	N39°32.87'/W094°20.00'
VPLEN	LENEXA WATER TANK	N38°57.77'/W094°43.68'
VPLVL	LONGVIEW LAKE	N38°54.63'/W094°28.28'
VPMCL	MC LOUTH	N39°11.65'/W095°12.50'
VPNHA	NASHUA	N39°17.83'/W094°34.80'
VPSCX	SPORTS COMPLEX	N39°03.00'/W094°29.02'
VPSKR	SUGAR CREEK REFINERY	N39°07.00'/W094°27.02'
VPSPK	SWOPE PARK	N39°00.47'/W094°31.93'
VPTSK	TWIN STACKS	N39°09.05'/W094°38.22'
VPWOF	WORLDS OF FUN	N39°10.42'/W094°29.12'

## LOS ANGELES HELICOPTER CHART

VPANA	_____	N33°44.43'/W117°50.03'
VPART	MAGNOLIA	N33°51.45'/W117°58.92'





## NEW ORLEANS SECTION CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPDAU	_____	N30°18.62'/W088°08.27'
VPGPT	_____	N30°25.95'/W089°05.62'
VPLIP	PHILLIPS INLET	N30°16.23'/W085°59.25'
VPMAI	_____	N30°50.02'/W084°56.63'
VPMOB	_____	N30°23.00'/W088°31.72'
VPRAM	_____	N30°18.95'/W089°35.88'
VPRER	_____	N30°13.87'/W085°20.67'
VPRIV	_____	N30°54.85'/W087°57.82'
VPSAW	_____	N30°49.65'/W089°07.42'
VPTHR	_____	N30°19.93'/W087°08.50'

## PHOENIX TERMINAL AREA CHART/FLYWAY CHART

VPALL	ALLENVILLE	N33°20.97'/W112°35.20'
VPAQU	AQUEDUCT PUMPING STATION	N33°40.05'/W112°41.38'
VPARM	ARROWHEAD MALL	N33°38.52'/W112°13.48'
VPAWG	AHWATUKEE GOLF COURSE	N33°19.98'/W111°59.08'
VPAZM	ARIZONA MILLS	N33°23.43'/W111°57.88'
VPBAR	BARTLETT DAM	N33°49.10'/W111°37.92'
VPCCC	COUNTRY CLUB & CANAL	N33°30.73'/W111°50.37'
VPFRB	FIREBIRD LAKE	N33°16.35'/W111°58.10'
VPFTN	FOUNTAIN HILLS	N33°36.12'/W111°42.72'
VPGLX	GILA CROSSING	N33°16.55'/W112°10.08'
VPGPP	GLENDALE POWER PLANT	N33°33.27'/W112°13.00'
VPMAR	MARICOPA	N33°03.42'/W112°02.88'
VPMHS	MESQUITE HIGH SCHOOL	N33°20.53'/W111°49.58'
VPNRV	NEW RIVER	N33°55.08'/W112°08.45'
VPNTT	NORTH TEST TRACK	N33°03.50'/W111°55.83'
VPQTR	QUINTERO GOLF COURSE	N33°49.53'/W112°23.58'
VPRVC	RIO VERDE COMMUNITY	N33°44.37'/W111°39.62'
VPSMC	SOUTH MOUNTAIN COLLEGE	N33°23.02'/W112°02.12'
VPSQP	SQUAW PEAK	N33°32.83'/W112°01.27'
VPSSS	SUPERSTITION SPRINGS MALL	N33°23.50'/W111°41.37'
VPSTN	SANTAN MOUNTAINS	N33°09.23'/W111°40.92'
VPSTT	SOUTH TEST TRACK	N32°56.25'/W111°59.67'
VPZZZ	_____	N33°20.18'/W111°26.53'

## ST LOUIS TERMINAL AREA CHART/FLYWAY CHART

VPAGN	TV ANTENNA	N38°32.08'/W090°22.42'
VPBPE	_____	N38°23.80'/W090°20.38'
VPCJY	HOLIDAY SHORES	N38°55.00'/W089°56.00'
VPCOJ	WINFIELD DAM	N39°00.28'/W090°41.23'
VPDFA	JEFFERSON BARRACKS BRIDGE	N38°29.18'/W090°16.47'
VPEAZ	BUSCH STADIUM	N38°37.43'/W090°11.55'
VPEDZ	WATER TANKS	N38°45.30'/W090°34.87'
VPEGR	GAS TANKS	N38°35.80'/W090°19.32'
VPEOX	ST PETERS	N38°47.17'/W090°39.25'
VPFAI	HOWELL ISLAND	N38°40.00'/W090°43.00'
VPFFY	_____	N38°55.37'/W090°17.30'
VPGPF	_____	N38°35.60'/W090°26.92'
VPGVJ	_____	N38°32.30'/W090°27.80'
VPHRQ	CHAIN OF ROCKS BRIDGE	N38°45.88'/W090°10.42'
VPIBO	WATERLOO	N38°20.00'/W090°09.00'
VPJMU	HORSESHOE LAKE	N38°41.00'/W090°05.00'
VPKNY	PACIFIC	N38°29.00'/W090°44.00'
VPLES	ST CHARLES	N38°47.00'/W090°30.00'
VPLIW	SIX FLAGS	N38°30.67'/W090°40.47'
VPLXU	GATEWAY ARCH	N38°37.50'/W090°11.00'
VPNSY	WOOD RIVER REFINERIES	N38°50.00'/W090°05.00'
VPNZY	WENTZVILLE	N38°48.83'/W090°50.98'
VPRAZ	JERSEYVILLE	N39°07.00'/W090°20.00'
VPRMO	FOREST PARK	N38°38.00'/W090°17.00'
VPWKO	COLUMBIA	N38°27.00'/W090°12.00'
VPXXI	MILLSTADT	N38°27.50'/W090°05.68'
VPYID	MOSENTHEIN ISLAND	N38°43.00'/W090°12.25'

## SALT LAKE CITY HELICOPTER CHART

## WAYPOINT IDENT

VPAIR  
VPBEE  
VPBRN  
VPCAP  
VPOCHS  
VPCOP  
VPCWY  
VPCYN  
VPFPC  
VPFFPK  
VPGFS  
VPHVE  
VPJRT  
VPKSL  
VPLGN  
VPMMDH  
VPMMT  
VPMOSH  
VPNSL  
VPNTP  
VPOGE  
VPOPS  
VPPEN  
VPPPT  
VPPTM  
VPPVO  
VPRWY  
VPSLC  
VPTIP  
VPWBR  
VPWBT

## COLLOCATED VFR CHECKPOINT

SALTAIR  
SOUTH INTERCHANGE  
BARN  
STATE CAPITOL  
\_\_\_\_\_  
BINGHAM COPPER MINE  
CAUSEWAY  
PARLEYS CANYON  
FREE PORT CENTER  
FRANCIS PEAK  
GARFIELD STACK  
SPAGHETTI BOWL  
JORDAN RIVER TEMPLE  
KSL ANTENNA  
LAGOON AMUSEMENT PARK  
MCKAY DEE HOSPITAL  
MICROWAVE TOWERS  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
GRAIN ELEVATOR  
POWER STATION  
STATE PRISON  
PROMONTORY POINT  
POINT OF THE MOUNTAIN  
PROVO CANYON  
\_\_\_\_\_  
I-15/I-80 INTERCHANGE  
SOUTH TIP  
WEBER CANYON  
\_\_\_\_\_

## LOCATION

N40°44.85'/W112°11.22'  
N40°38.18'/W111°54.23'  
N40°54.28'/W112°10.15'  
N40°46.67'/W111°53.25'  
N40°42.28'/W112°05.92'  
N40°31.38'/W112°09.00'  
N41°05.37'/W112°07.17'  
N40°42.67'/W111°48.10'  
N41°05.92'/W112°02.27'  
N41°01.92'/W111°50.25'  
N40°43.28'/W112°11.62'  
N40°43.50'/W111°54.22'  
N40°35.02'/W111°55.58'  
N40°46.80'/W112°05.80'  
N40°59.08'/W111°53.57'  
N41°11.50'/W111°57.08'  
N40°48.50'/W111°53.37'  
N41°01.67'/W112°02.47'  
N40°50.15'/W111°54.90'  
N41°03.57'/W112°14.23'  
N41°13.13'/W112°00.45'  
N41°20.38'/W112°02.78'  
N40°29.88'/W111°53.62'  
N41°12.28'/W112°25.73'  
N40°27.42'/W111°54.83'  
N40°18.77'/W111°39.45'  
N40°48.48'/W112°00.33'  
N40°45.83'/W111°54.85'  
N40°50.93'/W112°10.92'  
N41°08.17'/W111°54.83'  
N40°38.00'/W112°03.33'

## SALT LAKE CITY TERMINAL AREA CHART

VPAIR  
VPBEE  
VPBRN  
VPCAP  
VPOCHS  
VPCOP  
VPCVI  
VPCWY  
VPCYN  
VPFPC  
VPFFPK  
VPGFS  
VPHVE  
VPJRT  
VPKSL  
VPLGN  
VPMMDH  
VPMMT  
VPMOSH  
VPNSL  
VPNTP  
VPOGE  
VPOPS  
VPPEN  
VPPPT  
VPPTM  
VPPVO  
VPRWY  
VPSLC  
VPTIP  
VPUOU

SALTAIR  
SOUTH INTERCHANGE  
BARN  
STATE CAPITOL  
\_\_\_\_\_  
BINGHAM COPPER MINE  
CENTERVILLE INTERCHANGE  
CAUSEWAY  
PARLEYS CANYON  
FREE PORT CENTER  
FRANCIS PEAK  
GARFIELD STACK  
SPAGHETTI BOWL  
JORDAN RIVER TEMPLE  
KSL ANTENNA  
LAGOON AMUSEMENT PARK  
MCKAY DEE HOSPITAL  
MICROWAVE TOWERS  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
GRAIN ELEVATOR  
POWER STATION  
STATE PRISON  
PROMONTORY POINT  
POINT OF THE MOUNTAIN  
PROVO CANYON  
\_\_\_\_\_  
I-15/I-80 INTERCHANGE  
SOUTH TIP  
U OF U EVENTS CENTER

N40°44.85'/W112°11.22'  
N40°38.18'/W111°54.23'  
N40°54.28'/W112°10.15'  
N40°46.67'/W111°53.25'  
N40°42.28'/W112°05.92'  
N40°31.38'/W112°09.00'  
N40°55.30'/W111°53.43'  
N41°05.37'/W112°07.17'  
N40°42.67'/W111°48.10'  
N41°05.92'/W112°02.27'  
N41°01.92'/W111°50.25'  
N40°43.28'/W112°11.62'  
N40°43.50'/W111°54.22'  
N40°35.02'/W111°55.58'  
N40°46.80'/W112°05.80'  
N40°59.08'/W111°53.57'  
N41°11.50'/W111°57.08'  
N40°48.50'/W111°53.37'  
N41°01.67'/W112°02.47'  
N40°50.15'/W111°54.90'  
N41°03.57'/W112°14.23'  
N41°13.13'/W112°00.45'  
N41°20.38'/W112°02.78'  
N40°29.88'/W111°53.62'  
N41°12.28'/W112°25.73'  
N40°27.42'/W111°54.83'  
N40°18.77'/W111°39.45'  
N40°48.48'/W112°00.33'  
N40°45.83'/W111°54.85'  
N40°50.93'/W112°10.92'  
N40°45.73'/W111°50.28'

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPWBR	WEBER CANYON	N41°08.17'/W111°54.83'
VPWBT	_____	N40°38.00'/W112°03.33'
VPZOO	HOGLE ZOO	N40°45.00'/W111°48.95'

### SAN DIEGO TERMINAL AREA CHART/FLYWAY CHART

VPLDP	DANA POINT	N33°27.62'/W117°42.87'
VPLSP	SIGNAL PEAK	N33°36.33'/W117°48.63'
VPSBC	BARONA CASINO	N32°56.25'/W116°52.60'
VPSBL	_____	N33°05.18'/W117°18.55'
VPSBM	BLACK MOUNTAIN	N32°58.87'/W117°07.00'
VPSCF	_____	N32°48.55'/W117°09.17'
VPSCM	COWLES MOUNTAIN	N32°48.72'/W117°01.97'
VPSCP	CRYSTAL PIER	N32°47.77'/W117°15.42'
VPSCR	BLUE CRANE	N32°39.37'/W117°07.30'
VPSFB	IRON MOUNTAIN	N32°58.25'/W116°57.33'
VPSLJ	LAKE JENNINGS	N32°51.53'/W116°53.28'
VPSMB	_____	N32°45.57'/W117°12.22'
VPSMS	MOUNT SOLEDAD	N32°50.40'/W117°15.10'
VPSMT	MORMON TEMPLE	N32°51.97'/W117°13.73'
VPSMV	_____	N32°45.75'/W117°09.80'
VPSMW	MOUNT WOODSON	N33°00.52'/W116°58.23'
VPSOP	OTAY MESA PRISON	N32°35.82'/W116°55.28'
VPSOT	LOWER OTAY LAKE	N32°37.73'/W116°55.38'
VPSPL	SOUTH POINT LOMA	N32°39.90'/W117°14.55'
VPSPP	POWER PLANT	N33°08.25'/W117°20.23'
VPSQS	QUALCOMM STADIUM	N32°46.98'/W117°07.23'
VPSRT	DEL MAR RACE TRACK	N32°58.58'/W117°15.95'
VPSM	SAN MIGUEL MOUNTAIN	N32°41.78'/W116°56.18'
VPSSV	SAN VICENTE ISLAND	N32°55.53'/W116°55.00'
VPSTP	TORREY PINES GOLF COURSE	N32°54.17'/W117°14.68'
VPSVA	_____	N33°11.48'/W117°16.38'

### SAN FRANCISCO TERMINAL AREA CHART/FLYWAY CHART

VPALT	ALTAMONT PASS	N37°44.35'/W121°35.42'
VPANT	ANTIOCH BRIDGE	N38°01.45'/W121°45.02'
VPBBR	BENICIA BRIDGE	N38°02.50'/W122°07.45'
VPCL	CALAVERAS RESERVOIR	N37°28.16'/W121°48.93'
VPCBT	LAKE CHABOT	N37°43.68'/W122°06.94'
VPCOY	COYOTE HILLS	N37°32.50'/W122°05.06'
VPCQZ	CARQUINEZ BRIDGE	N38°03.66'/W122°13.52'
VPCRL	_____	N37°11.00'/W121°41.06'
VPCRY	CRYSTAL SPRINGS CAUSEWAY	N37°30.56'/W122°21.10'
VPCSH	CAL STATE UNIVERSITY	N37°39.52'/W122°03.52'
VPDAM	DEL VALLE DAM	N37°36.91'/W121°44.78'
VPDLR	_____	N37°07.00'/W121°47.06'
VPDUB	DUBLIN	N37°42.06'/W121°55.36'
VPEMB	EMBASSY SUITES	N37°26.42'/W121°53.50'
VPGGF	GOLDEN GATE FIELDS	N37°53.07'/W122°18.71'
VPGIL	GILROY	N37°01.37'/W121°33.99'
VPHHH	HAMILTON	N38°03.58'/W122°30.66'
VPKGO	KGO	N37°31.58'/W122°06.10'
VPLEX	LEXINGTON RESERVOIR	N37°11.66'/W121°59.18'
VP MID	MID-SPAN SAN MATEO BRIDGE	N37°36.28'/W122°11.81'
VP MOR	MORMON TEMPLE	N37°48.46'/W122°11.95'
VP NUM	NUMMI PLANT	N37°29.56'/W121°56.58'
VPPAC	_____	N37°38.00'/W122°32.07'
VPPRU	PRUNEYARD	N37°17.33'/W121°56.01'
VPSAR	SARATOGA	N37°15.26'/W122°02.33'
VPSLA	SLAC/LINEAR ACCELERATOR	N37°24.75'/W122°14.35'
VPSTB	STINSON BEACH	N37°54.45'/W122°40.41'
VPSUN	SUNOL GOLF COURSE	N37°34.85'/W121°53.23'
VP UTC	U.T.C.	N37°13.93'/W121°41.35'
VP WAL	WALNUT CREEK	N37°53.78'/W122°04.30'
VP WAM	_____	N37°30.28'/W122°10.00'
VP WFR	CEMENT PLANT	N37°30.88'/W122°12.26'

**INTENTIONALLY  
LEFT  
BLANK**



# VOR RECEIVER CHECK **VOR RECEIVER CHECKPOINTS** **AND** **VOR TEST FACILITIES (VOT)**

407

The use of VOR airborne and ground checkpoints is explained in Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

NOTE: Under columns headed "Type of Checkpoint" & "Type of VOT Facility" G stands for ground. A/ stands for airborne followed by figures (2300) or (1000–3000) indicating the altitudes above mean sea level at which the check should be conducted. Facilities are listed in alphabetical order, in the state where the checkpoints or VOTs are located.

## ARKANSAS

### VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
<b>Flippin</b> .....	112.8/FLP	A/1900	053	6.0	Over water tower at Mountain Home.
<b>Fort Smith</b> (Fort Smith Rgnl) .....	110.4/FSM	G	226	5.2	On runup area on twy to Rwy 25.
	110.4/FSM	G	232	6.2	On runup area on twy to Rwy 07.
<b>Gosnell</b> .....	111.8/GOJ	A/1700	105	7.3	Over railroad bridge at Armorel.
<b>Harrison</b> (Boone County) .....	112.5/HRO	G	135	4.4	At int of N/S and E/W twys by trml bldg.
<b>Jonesboro</b> (Jonesboro Muni) .....	108.6/JBR	G	227	3.9	On SE corner of terminal ramp.
<b>Little Rock</b> (Adams Field) .....	113.9/LIT	G	312	3.8	At intersection of Twys G and F
<b>Pine Bluff</b> (Grider Field) .....	116.0/PBF	G	183	4.5	Center E/W twys front of twr. VOR ground receiver checkpoint unusable.

## LOUISIANA

### VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
<b>Alexandria</b> (Alexandria Intl) .....	116.1/AEX	G	328	4.3	On runup Rwy 32.
<b>Baton Rouge</b> (Baton Rouge Metro, Ryan) ....	116.5/BTR	A/1500	063	7.2	Over water tank W side of arpt.
<b>Downtown</b> .....	108.6/DTN	A/1500	290	10.0	Over white water tower.
<b>Lafayette</b> (Lafayette Rgnl) .....	109.8/LFT	A/1000	343	22.1	Over rotating beacon at St. Landry Parish–Ahart Fld. arpt.

## VOR RECEIVER CHECK

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
	109.8/LFT	G	355	0.5	On Twy F run up area Rwy 04L.
	109.8/LFT	G	341	0.9	On Twy B run up area Rwy 11.
	109.8/LFT	G	025	1.4	On Twy J run up area Rwy 22L.
	109.8/LFT	G	039	0.8	On Twy B run up area Rwy 29.
<b>Lake Charles</b> (Lake Charles Rgnl) .....	113.4/LCH	A/1000	253	6.2	Over rotg bcn on twr.
<b>Monroe</b> (Monroe Rgnl) .....	117.2/MLU	G	212	0.7	On Twy G South of twr.
<b>Natchez</b> (Concordia Parish) .....	110.0/HEZ	A/1000	247	10.5	Over hangar NW end of fld.
<b>Polk</b> (Fort Polk AAF) .....	108.4/FXU	A/2000	167	4.5	Over water tower.
<b>Reserve</b> St John The Baptist Parish .....	110.8 RQR	A/1500	270	16.8	Over center of bridge.
<b>Tibby</b> (Houma–Terrebonne) .....	112.0/TBD	A/1000	117	10.7	Over intersection of Rwy 18–36 and 12–30.
<b>Tibby</b> (Thibodaux Muni) .....	112.0/TBD	A/1000	353°	5.0	Over microwave twr near arpt.

## VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
<b>New Orleans</b> (Lakefront) .....	111.0	A/G	Within 5 NM radius between 2000'–3000'.
<b>Shreveport Rgnl</b> .....	108.2	G	

## NEW MEXICO

## VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
<b>Carlsbad</b> (Cavern City Air Terminal) .....	116.3/CNM	G	333	5.5	On ramp in front of terminal.
<b>Hobbs</b> (Lea County Rgnl) .....	111.0/HOB	G	030	3.5	On runup pad apch end Rwy 03.
<b>Las Vegas</b> (Las Vegas Muni) .....	117.3/LVS	A/8500	233	6	Over yellow water tank.
<b>Roswell</b> (Roswell Intl Air Center) .....	116.1/CME	G	100	5.2	On middle of W ramp adjacent to twy.
<b>Santa Fe</b> (Santa Fe County Muni) .....	110.6/SAF	G	334	4.7	At junction main intersection of twy and ramp. (Checkpoint unusable.)
<b>Silver City</b> (Silver City – Grant Co) .....	110.8/SVC	G	100	0.9	Twy entrance to Rwy 26 just west of approach end.
<b>Texico</b> (Clovis Muni) .....	112.2/TXO	A/6000	240	12.7	Over rotating beacon on steel twr adjacent to terminal bldg.
<b>Truth or Consequences</b> (Truth or Consequences 3 Muni) .....	112.7/TCS	G	155	3.2	Runup pad Rwy 31.
<b>Tucumcari</b> (Tucumcari Muni) .....	113.6/TCC	G	258	0.5	100' in front of terminal on twy.

# VOR RECEIVER CHECK VOR TEST FACILITIES (VOT)

409

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
<b>Albuquerque Intl. Sunport</b> .....	111.0	G	

## OKLAHOMA

### VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
<b>Ada</b> .....	117.8/ADH	A/2000	036	5.8	Over railroad and east/west highway in center of town of Francis.
<b>Ardmore</b> (Ardmore Muni) .....	116.7/ADM	A/2000	045	8.4	Over red and white water tower W side of arpt.
<b>Bartlesville</b> (Bartlesville Muni) .....	117.9/BVO	G	166	4.5	On parallel twy opposite terminal. OTS indef.
<b>Duncan</b> (Halliburton Field).....	111.0/DUC	G	327	5.8	At compass rose.
<b>Glenpool</b> (Richard Lloyd Jones Jr).....	110.6/GNP	A/2500	348	7.2	Over intersection of rwy south Rwy 13 and Rwy 19R.
<b>Hobart</b> .....	111.8/HBR	A/3500	343	9	Railroad intersection east side of city.
<b>Lawton</b> (Lawton-Fort Sill Rgnl).....	109.4/LAW	G	349	4.6	On taxiway between terminal and Rwy 17-35.
<b>McAlester</b> (McAlester Rgnl) .....	112.0/MLC	G	350	2	At intersection of ramp and twy.
<b>Okmulgee</b> (Okmulgee Rgnl) .....	114.9/OKM	A/2200	279	10.2	Over intersection N/S railroad and E/W highway.
<b>Pioneer</b> (Ponca City Rgnl).....	113.2/PER	G	089	2.9	At AER 17 on Twy A.
<b>Sayre</b> (Sayre Muni) .....	115.2/SYO	A/3000	107	3.2	South on Twy A.
<b>Stillwater</b> (Stillwater Rgnl) .....	108.4/SWO	G	176	4	VOR ground receiver checkpoints unusable. Over rotating beacon.
<b>Wiley Post</b> (Wiley Post) .....	113.4/PWA	G	157	0.5	At intersection of NW ramp and twy D.
<b>Will Rogers</b> (Clarence E. Page Muni).....	114.1/IRW	A/2900	297	12.8	On runup pad to Rwy 35R.
<b>Woodring</b> (Enid Woodring Rgnl).....	109.0/ODG	G	352	.5	Over apch end Rwy 35L. On ramp W of terminal.

### VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
<b>Oklahoma City (Will Rogers World)</b> .....	108.8	A/G	Within 10 NM radius between 3000' and 5000' VOT unusable on Twy H and Rwy 17L-35R N of Twy H-2 and Twy E N of Twy E-2/E-3 junction.
<b>Tulsa International</b> .....	109.0		



# VOR RECEIVER CHECK TEXAS

## VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
<b>Abilene</b> (Abilene Rgnl) .....	113.7/ABI	A/2800	047	10.1	Over silos in center of Ft Phantom Lake.
<b>Alice</b> (Alice International) .....	114.5/ALI	G	272	0.5	On twy near FBO.
<b>Beaumont</b> (Southeast Texas Reg) .....	114.5/BPT	G	309	0.8	On runup area for Rwy 12.
<b>Borger</b> (Hutchinson Co) .....	108.6/BGD	G	173	6.7	On twy intersection at N end of ramp.
<b>Brownsville</b> (Brownsville/South Padre Island Intl) .....	116.3/BRO	G	247	3.2	On hold line Rwy 13.
<b>Brownwood</b> (Brownwood Rgnl) .....	108.6/BWD	A/2600	169	6.2	Over rotating bcn.
<b>Childress</b> (Childress Muni) .....	117.6/CDS	G	353	3.7	At intersection of edge of ramp at center twy.
<b>College Station</b> (Easterwood Field).....	113.3/CLL	G	097	3.2	On W edge of parking ramp.
<b>Corpus Christi</b> (Corpus Christi Intl).....	115.5/CRP	A/1100	187	7.5	Over grain elevator.
<b>Corpus Christi</b> (San Patricio County) .....	115.5/CRP	A/1000	318	9.5	Over rotating beacon on arpt.
<b>Daisetta</b> (Liberty Muni).....	116.9/DAS	A/1200	195	7.5	Over hangar S of arpt.
<b>Dalhart</b> (Dalhart Muni) .....	112.0/DHT	A/5000	176	4.1	Over water tower on arpt.
<b>Eagle Lake</b> (Eagle Lake) .....	116.4/ELA	A/1200	180	4.1	Over water tank 0.4 NM SW of arpt.
<b>Fort Stockton</b> (Fort Stockton-Pecos County) .....	116.9/FST	G	116	4.0	On ramp N of terminal building.
<b>Gray</b> (Killeen Muni) .....	111.8/GRK	G	056	7.6	On N end runup pad.
<b>Gregg Co</b> (East Texas Rgnl) .....	112.3/GGG	G	128	2.4	At N end of ramp on twy to Rwy 13.
<b>Humble</b> (George Bush Intercontinental/Houston) .....	116.6/IAH	G	339	2.2	On runup pad Rwy 08.
<b>Laredo</b> (Laredo International) .....	117.4/LRD	G	313	4.1	On runup area of Twy F.
	117.4/LRD	G	318	4.8	On runup area of Twy A.
<b>Laughlin</b> (Del Rio Intl) .....	114.4/DLF	A/2000	268	7.7	Over rotating bcn.
	114.4/DLF	G	198	.5	On ramp AER 31L.
	114.4/DLF	G	275	.9	On ramp AER 13R.
<b>Lubbock</b> .....	109.2/LBB	A/4500	053	4.5	Over water tank at intersection of railroad & road in New Deal.
<b>Lufkin</b> (Angelina County) .....	112.1/LFK	A/1300	331	4.6	Over rotating bcn.
<b>Marfa</b> (Marfa Muni) .....	115.9/MRF	A/6000	280	4	Over gray-white silo or water tank north edge of town.
<b>McAllen</b> (McAllen Miller Intl) .....	117.2/MFE	G	329	0.6	NM run up area Rwy 13.
<b>Midland</b> .....	114.8/MAF	A/4000	224	11	Over Odessa water tank.
<b>Midland</b> (Midland Intl).....	114.8/MAF	G	180	4.4	At intersection of twy C and ramp in front of terminal building
<b>Millsap</b> (Mineral Wells) .....	117.7/MQP	A/2000	329	6.0	Over spillway of lake N of Mineral Wells arpt.
<b>Paris</b> (Cox Fld) .....	113.6/PRX	G	348	5.6	At intersection of ramp and E/W twy.
<b>Pecos</b> .....	111.8/PEQ	A/3600	105	5.5	Over 419' transmission twr E of town of Pecos.
<b>Quitman</b> .....	114.0/UIM	A/1500	241	14.5	Over water tank in Alba.

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
<b>Rocksprings</b> .....	111.2/RSG	A/3800	085	4.8	Over 2804' antenna S of Rocksprings.
<b>San Angelo</b> (San Angelo Rgnl/Mathis Field) .....	115.1/SJT	G	237	2.6	On E edge of ramp in front of atct.
<b>Scholes</b> (Galveston Intl—Scholes Fld) .....	113.0/VUH	G	138	.8	Taxiway/runup area East of Rwy 35 thld.
<b>Stinson</b> (Stinson Muni) .....	108.4/SSF	A/2000	337	5.0	Over atct.
<b>Sulphur Springs</b> .....	109.0/SLR	A/1600	223	7	Over projector booth and snackbar within outdoor theater.
<b>Temple</b> (Draughon—Miller Central Texas Rgnl) .....	110.4/TPL	G	160	3.6	At edge of ramp and twy in front of refueling office.
<b>Tyler</b> (Tyler Pounds Rgnl) .....	114.2/TYR	G	082	.5	At intersection twys D and H
<b>Victoria</b> (Victoria Rgnl) .....	109.0/VCT	G	128	3.2	At approach end of Rwy 12L. OTS indef.
<b>Wichita Falls</b> .....	112.7/SPS	A/2000	228	19.8	Over spillway at Lake Diversion.
<b>Wichita Falls</b> (Sheppard AFB/Wichita Falls Muni) .....	112.7/SPS	G	091	5.5	On Twy C runup area Rwy 33L.
	112.7/SPS	G	074	5.3	On Twy G AER 33R.
	112.7/SPS	G	064	5.2	On Twy K AER 15L.
	112.7/SPS	G	068	4.7	On Twy H runup area Rwy 15R.
	112.7/SPS	G	094	5.3	On Twy E runup area Rwy 17.
	112.7/SPS	G	097	5.0	On Twy C runup area Rwy 35.
<b>Wink</b> (Winkler County) .....	112.1/INK	A/3900	149	5.9	Over intersection of rwys 04–22 and 13–31.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
<b>Dallas Love Field</b> .....	113.3	A/G	Airborne, use within 10 NM radius of Dallas Love field between 2000' and 10000'.
<b>El Paso International</b> .....	111.0	A/G	Used for ground only. Unusable on the west side of hangers south of the intersection of Twy A and the centerline of Rwy 04–22.
<b>Fort Worth Meacham Intl</b> .....	108.2	G	Used for ground and airborne test. For airborne use within 10 NM radius of Fort Worth Meacham Intl clockwise fr 220°–310° between 2000' and 5700'.
<b>Houston</b> (William P. Hobby) .....	108.4	G	
<b>Midland Intl</b> .....	108.2	G	
<b>San Antonio International</b> .....	110.4	G	

## PARACHUTE JUMPING AREAS

The following tabulation lists all reported parachute jumping sites in the area of coverage of this directory. Unless otherwise indicated, all activities are conducted during daylight hours and under VFR conditions. The busiest periods of activity are normally on weekends and holidays, but jumps can be expected at anytime during the week at the locations listed. Jumps within restricted airspace are not listed.

All times are local and altitudes MSL unless otherwise specified.

Contact facility and frequency is listed at the end of the remarks, when available, in bold face type.

Refer to Federal Aviation Regulations Part 105 for required procedures relating to parachute jumping.

Organizations desiring listing of their jumping activities in this publication should contact the nearest FAA facility (FSS, tower, or ARTCC).

Qualified parachute jumping sites will be depicted on the appropriate visual chart(s).

Note: (c) in this publication indicates that the parachute jump area is charted.

To qualify for charting, a jump area must meet the following criteria:

- (1) Been in operation for at least 1 year.
- (2) Operate year round (at least on weekends).
- (3) Log 4,000 or more jumps each year.

In addition, jump sites can be nominated by FAA Regions if special circumstances require charting.

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
<b>ARKANSAS</b>			
(c) Blackjack Drop Zone .....	33 NM; 009° Little Rock .....	3,000	Mon–Fri 0600–0200 and occasional weekends. Extensive activity, personnel and cargo, including instrument meteorological conditions drops.
Camp Chaffee, Arrowhead Drop Zone....	6 NM; 160° Ft. Smith .....	3,000	Mon–Fri 0600–2300 and occasional weekends.
Camp Robinson–All American Drop Zone	15 NM; 332° Little Rock .....	3,000	Mon–Fri 0600–0200 and occasional weekends. Extensive activity, personnel and cargo, including instrument meteorological conditions drops.
Conway Drop Zone .....	24 NM; 334° Little Rock .....	12,500	0800–SS weekends and occasional weekdays.
(c) Hazen Muni .....	27 NM; 073° Little Rock .....	15,000	2 NM radius. Sat SR–midnight, Sun and holidays SR–SS.
(c) Siloam Springs Muni.....	18 NM; 256° Razorback.....	15,000	5 NM radius. Sat–Mon 0700–0000.
Texarkana.....	9 NM; 160° Texarkana.....	13,000 AGL	0800–SS weekends and occasional weekdays
<b>LOUISIANA</b>			
(c) Baton Rouge .....	13NM; 060° Baton Rouge .....	13,000	Daily SR–SS
(c) Belle Chasse .....	2 NM; 054° Harvey.....	7,500	Daily SR–SS
Bodcaw .....	16 NM; 083° Shreveport .....	13,000	Daily SR–SS
(c) Breaux Bridge, Bordelon Airpark ...	9 NM; 042° Lafayette .....	12,000	Daily SR–SS
(c) Jeanerette, Lemaire Memorial.....	25 NM; 133° Lafayette .....	12,500	5 NM Radius Wed. and weekends.
(c) Mansfield, De Soto Parish Arpt.....	22 NM; 196° Elm Grove .....	13,000	3 NM radius. Daily SR–SS
(c) Opelousas, St Landry Parish—Ahart Fld .....	25 NM; 340° Lafayette .....	11,500	3NM radius. Weekends 0700–1800.
Shreveport Downtown Arpt .....	14 NM; 160° Belcher.....	15,000	1 NM radius. Continuous.
<b>NEW MEXICO</b>			
Albuquerque .....	6 NM; 050° Albuquerque.....	18,000	Weekends and holidays
	17 NM; 140° Albuquerque.....	17,000	SR–SS weekends
(c) Belen, Alexander Muni .....	12NM; 346° Socorro .....	16,000	1 NM radius. Daily SR–SS.
(c) Santa Teresa, Dona Ana Co at Santa Teresa Arpt .....	22 NM; 268° El Paso.....	13,000	1 NM radius. SR–SS Sat–Sun. S side of arpt.
<b>OKLAHOMA</b>			
(c) Chickasha, Redhills Arpt.....	23 NM; 212° Will Rogers .....	12,000	1 NM radius. Daily SR–SS.
(c) Claremore, Sam Riggs Arpt.....	7.8 NM; 070° Tulsa.....	11,000	2 NM radius. Weekends, and holidays, SR–SS. Occasional weekday and night jumps.
(c) Cushing Muni.....	50 NM; 245° Tulsa.....	14,000	5 NM radius SR until 1 hour after SS daily.
(c) Eldorado, Sooner Drop Zone.....	22 NM; 247° Altus .....	12,500 AGL	1 NM radius, Mon–Fri 0700–0200 and occasional weekends. Heavy jet activity, IFR and VFR conditions.

# PARACHUTE JUMPING AREAS

413

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
(c) Goldsby, Paradise Air Haven Arpt .....	16 NM; 150° Will Rogers .....	17,000	3 NM radius. Continuous.
(c) Grandfield Muni .....	21 NM; 324° Wichita Falls .....	13,500	5 NM radius. SR--SS weekends and holidays; occasional weekdays.
(c) Hinton Muni Arpt .....	37 NM; 277° Will Rogers .....	16,000	3 NM radius. Weekends SR--SS.
(c) Hugo, Nash Muni Arpt .....	52 NM; 155° McAlester .....	13,000	3 NM radius. Daily SR--SS.
Ketchum Craig Co South Grand Lake Arpt .....	34 NM; 230° Neosho .....	12,000	1 NM radius. Daily 0530--2000.
Miami Muni Arpt .....	21 NM; 126° Oswego .....	13,000	3 NM radius. SR--SS daily.
Okmulgee Rgnl Arpt .....	4.3 NM; 241° Okmulgee .....	15,000	3 NM radius. Sat, Sun and holidays SR--SS.
(c) Sallisaw Muni .....	25 NM; 270° Fort Smith .....	15,000	3 NM radius. Continuous.
(c) Skiatook .....	15 NM; 310° Tulsa .....	13,000	5 NM radius. Daily SR--SS, occasional ngts.
Tahlequah Muni .....	41 NM; 105° Tulsa .....	13,500	5 NM radius. Daily SR--SS.
<b>TEXAS</b>			
Abilene, Dyess AFB .....	4 NM; 170° Abilene .....	3,300	Daily SR--SS
Amarillo, Buffalo Fld .....	13.5 NM; 213° Panhandle .....	15,000	Daily SR--SS
(c) Anahuac, Chambers Co Arpt .....	14.5 NM; 013° Trinity .....	17,500	5 NM radius. Daily SR--SS. Occasional ngts.
(c) Beaumont Muni Arpt .....	12.5 NM; 297° Beaumont .....	15,000 AGL	0800--1 hour past SS, occasional ngts.
(c) Beeville .....	21 NM; 102° Three Rivers .....	12,500	0900--SS weekends, holidays and occasional weekdays.
(c) Brookshire, Sport Flyers (Pvt) Arpt ..	22 NM, 052° Eagle Lake .....	12,000	3 NM radius. Daily 1500--0045.
(c) Brownsville/South Padre Island Intl Arpt .....	15 NM, 045° Brownsville .....	15,500	5 NM radius. Daily SR--SS. Occasional ngts. <b>Houston Center 119.5</b>
(c) Bryan, Coulter Fld .....	8 NM; 026° College Station .....	13,500	5 NM radius. Daily SR--SS, occasional ngts, occasional weekdays Wed--Fri. <b>Houston Center 120.4</b>
(c) Caddo Mills .....	29 NM; 176° Bonham .....	15,000	Fri--Sun dalgt hrs, 0600--2100 during summer. UNICOM 122.8/Fort Worth Center 132.02.
Camp Bullis .....	6.5 NM; 305° San Antonio .....	2,500 AGL	2 NM radius. Continuous.
(c) Camp Swift, Blackwell Drop Zone .....	15 NM; 119° Centex .....	1,500 AGL	Daily, occasional ngts.
Copeland, Crosswinds Airfield (Pvt) Arpt	6.8 NM; 055° Centex .....	13,500	3 NM radius. Continuous. <b>Austin-Bergstrom Intl APP CON 118.8.</b>
Dumas, Moore Co Arpt .....	29 NM; 106° Dalhart .....	13,700	3 NM radius. SR--2359 weekends and holidays, 1700--2359 weekdays.
Ennis Muni Arpt .....	24 NM; 285° Cedar Creek .....	12,000	3 NM radius, Sat--Sun, Holidays
(c) Fentress Airpark .....	38.7 NM; 193° Centex .....	14,000	5 NM radius. Weekends SS--SR. Occasional weekdays and ngt jumps. <b>Austin-Bergstrom Intl Tower 119.0</b>
(c) Gladewater Muni Arpt .....	14 NM; 295° Gregg Co .....	14,000	3 NM radius. 0700--2200 daily.
(c) Granbury Muni Arpt .....	17.3 NM, 004° Glen Rose .....	14,000	5 NM radius. 0800--2100 Fri--Sun, ocnl weekdays.
(c) Hitchcock, Johnnie Volk Fld .....	8.5 NM; 302° Scholes .....	12,500 AGL	1 NM radius 0800--SS daily.
(c) Killeen, Ft. Hood, Antelope Drop Zone .....	14.5 NM; 084° Lampasas .....	13,000 AGL	Continuous
(c) Killeen, Ft. Hood, Rapido Drop Zone .....	25 NM; 050° Lampasas .....	13,000 AGL	0.5 NM radius. Continuous.
(c) Kingsville, Kieberg Co Arpt .....	11.5 NM; 175° Alice .....	12,500	Weekdays, 1200--SS; Sat, Sun, holidays 0700--SS
(c) Lexington Airfield (Pvt) Arpt .....	30 NM; 238° College Station .....	15,500	2 NM radius, Daily SR--SS.
(c) Midlake Arpt .....	7 NM; 084° Stinson .....	15,000	1 NM radius. Daily SR--SS and occasional ngts.
(c) Nome, Farm Air Service (Pvt) Arpt ...	21 NM; 278° Beaumont .....	13,500	3 NM radius. Sat, Sun and holidays, SR--SS.
(c) Port Isabel-Cameron Co Arpt .....	15 NM; 357° Brownsville .....	15,500	1 NM radius. Daily SR--SS. <b>Houston Center 119.5</b>

## PARACHUTE JUMPING AREAS

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
(c) Rosharon, B&B Airpark (Pvt) Arpt ...	20 NM; 205° Hobby.....	15,000	2 NM radius. 1200–0200 daily.
(c) Salado Arpt .....	15.5 NM; 114° Gray .....	15,000 AGL	5 NM radius. Continuous.
Seagoville Arpt .....	30.3 NM; 115° Maverick.....	13,000	SR–SS weekends and holidays and occasional days.
(c) Stanton Muni .....	21 NM; 051° Midland .....	14,500	5 NM radius. SR–SS weekends and holidays.
Stephenville, Clark Fld Muni .....	15.5 NM; 279° Glen Rose .....	13,000	5 NM radius. Daily 0800–2100. <b>Ft. Worth Center 127.15</b>
Terrell Muni Arpt .....	32 NM; 349° Cedar Creek .....	13,500	2 NM radius. SR–SS weekends and holidays, occasional weekdays.
(c) Trenton, Tri-Co Aerodrome .....	8.6 NM; 230° Bonham .....	14,500	2 NM radius. Daily 0800–2200. Hi-density jump area, pilots are advised to monitor UNICOM 123.075.
(c) Waller, Skydive Houston (Pvt) Arpt...	18.9 NM, 151° Navasota .....	24,000 AGL	3 NM radius, continuous.

The purpose of this bulletin is to provide major changes in aeronautical information that have occurred since the last publication date of each Sectional Aeronautical, Terminal Area, and Helicopter Route Charts listed. The general policy is to include only those changes to controlled airspace and special use airspace that present a hazardous condition or impose a restriction on the pilot; major changes to airports and radio navigational facilities, thereby providing the VFR pilot with the essential data necessary to update and maintain the chart current. When the Aeronautical Chart is republished, the corrective tabulation will be removed from this Bulletin. Inasmuch as this Bulletin provides major changes only; pilots should consult the airport listing in this directory for all new information. Users of U.S. World Aeronautical Charts (WAC) and U.S. Gulf Coast VFR Aeronautical Charts should consult appropriate Sectional and Terminal Area Charts for revisions. NOTE: New data which have been added to this issue are shown below the rule line under the appropriate chart.

Military Training Routes (MTRs) are shown on Sectional Aeronautical Charts and VFR Terminal Area Charts. Only the route centerline, direction of flight and the route designator are shown—route widths and altitudes are not shown. Since these routes are subject to change every 56 days and the charts are reissued every 6 months, routes with a change in the alignment of the charted route centerline will be listed in this Aeronautical Chart Bulletin below. You are advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

## ALBUQUERQUE SECTIONAL

### 78th Edition, October 26, 2006

Add obst 6389'MSL (328'AGL)UC, 34°48'21"N, 105°07'44"W. Add obst 6347'MSL (328'AGL) UC,34°48'07"N, 105°06'50"W. Add obst 6265'MSL (328'AGL) UC, 34°49'08"N, 105°04'26"W. Add obst 6166'MSL (328'AGL) UC, 34°50'06"N, 104°59'09"W. Revise CLOVIS, NM. Class D: That airspace extending upward from the surface to and including 6,800 feet MSL within a 6-mile radius Cannon AFB. The Class D airspace area is effective during the specific dates and times established in advance by the Notice to Airmen. The effective time will thereafter be continuously published in the Airport/Facility Directory. Revise CLOVIS, NM. Class E: That airspace extending upward from the surface within a 6-mile radius of Cannon AFB. The Class E airspace area is effective during the specific dates and times established in advance by the Notice to Airmen. The effective time will thereafter be continuous published in the Airport/Facility Directory.

### Military Training Routes

No Changes

## BROWNSVILLE SECTIONAL

### 78th Edition, November 23, 2006

No major changes.

### Military Training Routes

No Changes

## DALLAS—FT. WORTH HELICOPTER CHART

### 4th Edition, March 16, 2006

Change MEF 1<sup>4</sup> to 1<sup>5</sup> in quadrant 33°15'–33°30'N, 96°15'–96°30'W.

Add obst 1049'MSL (318'AGL), 33°12'08"N, 96°48'14"W. Add LANCASTER NDB, freq. 239, ident (LNC), 32°34'39"N, 96°43'17"W.

Delete TURBOMECA heliport, 32°41'54"N, 97°02'59"W. Delete TRIPLE S arpt, 32°40'30"N, 97°34'54"W.

Add obst 975'MSL (470'AGL), 32°51'03"N, 96°35'30"W. Delete CARROLL arpt 32°33'25"N, 96°51'56"W.

### Military Training Routes

No Changes

## DALLAS—FT. WORTH SECTIONAL

### 77th Edition, September 28, 2006

Delete Bristow NDB, 35°46'11"N, 96°25'29"W. Add obst 1820'MSL (254'AGL), 34°59'10"N, 99°14'50"W. Add obst 1840'MSL (305'AGL), 35°32'03"N, 98°34'28"W. Add obst 1312'MSL (204'AGL), 35°11'27"N, 97°16'55"W. Add obst 1368'MSL (355'AGL), 36°06'27"N, 97°39'24"W. Add obst 1805'MSL (274'AGL), 35°23'32"N, 98°58'59"W. Add obst 2120'MSL (274'AGL), 35°17'56"N, 99°05'44"W. Add obst 2176'MSL (294'AGL), 35°18'03"N, 99°24'03"W. Add obst 1785'MSL (275'AGL), 34°55'21"N, 99°01'35"W. Add obst 1400'MSL (295'AGL), 34°27'08"N, 97°50'36"W. Add obst 1402'MSL (307'AGL), 34°22'12"N, 98°22'08"W. Add obst 1930'MSL (309'AGL), 34°36'34"N, 99°50'58"W. Add obst 1885'MSL (305'AGL) UC, 35°32'09"N, 98°09'58"W. Add obst 837'MSL (332'AGL) UC, 32°07'14"N, 95°41'02"W. Add obst 1049'MSL (482'AGL) UC, 32°02'42"N, 95°40'38"W. Add obst 1928'MSL (295'AGL), 35°04'24"N, 98°58'49"W. Add obst 1471'MSL (305'AGL), 35°04'50"N, 98°05'11"W. Add obst 900'MSL (223'AGL), 35°34'39"N, 95°12'37"W. Add obst 1483'MSL (370'AGL) UC, 35°48'50"N, 97°56'49"W. Add obst 2936'MSL (415'AGL) UC, 32°18'15"N, 100°13'06"W. Add obst 2934'MSL (415'AGL) UC, 32°16'02"N, 100°12'22"W. Add obst 2923'MSL (415'AGL) UC, 32°16'02"N, 100°11'39"W. Add obst 2913'MSL (415'AGL) UC, 32°15'10"N, 100°10'41"W. Add obst 1645'MSL (213'AGL) UC, 35°04'26"N, 98°52'03"W. Add obst 2100'MSL (301'AGL), 32°23'05"N, 99°43'37"W. Add obst 1713'MSL (214'AGL) UC, 34°39'35"N, 99°39'59"W. Add obst 2049'MSL (254'AGL), 32°33'33"N, 99°34'00"W.

### Military Training Routes

No changes

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**DALLAS–FT. WORTH TERMINAL AREA CHART**  
**68th Edition, September 28, 2006**

No major changes.

**Military Training Routes**

No Changes

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**DENVER SECTIONAL**  
**75th Edition, August 3, 2006**

Add obst 6135'MSL (226'AGL), 35°48'36"N, 105°05'10"W.

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Revise EAGLE, CO. Class E: That airspace extending upward from the surface of the earth within a 4.4-mile radius of Eagle County Regional Airport, and within 4.0 miles each side of the 079° bearing extending from the 4.4-mile radius to 16.5 miles east of the Eagle County Regional Airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory. Revise EAGLE, CO. Class E: That airspace extending upward from 700 feet above the surface within a 10-mile radius of Eagle County Regional Airport; within 9.5 miles north and 6 miles south of the 085° bearing from the Eagle County Regional Airport extending from the 10-mile radius area to 22.5 miles northeast of the airport.

**Military Training Routes**

No Changes

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**EL PASO SECTIONAL**  
**77th Edition, August 3, 2006**

No major changes.

**Military Training Routes**

No Changes

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## HOUSTON HELICOPTER CHART

### 5th Edition, September 30, 2004

Change obst from 411' MSL (359' AGL) UC to 463' MSL (410' AGL), 29°55'57"N, 94°54'52"W.

Add obst 313' MSL (306' AGL) UC, 29°12'39"N, 94°56'18"W. Change MEF 0<sup>4</sup> to 0<sup>5</sup> in quadrant 29°00'N–29°15'N, 94°45'W–95°00'W.

Change GEORGE BUSH INTERCONTINENTAL/HOUSTON ATCT frequency from 118.175 to 120.725.

Delete LAKESIDE NDB, 29°48'59"N, 95°40'40"W.

Add SCHOLLES INTL AT GALVESTON ATCT 120.575, 29°15'55"N, 94°51'37"W. Change CTAF 123.05 to 120.575 at SCHOLLES INTL AT GALVESTON arpt, 29°15'55"N, 94°51'37"W. Delete SANDY POINT NDB, 29°30'08"N, 95°28'06"W. Add GALVESTON, TX Class D: That airspace extending upward from the surface up to but not including 2,500 feet MSL within a 4.1-mile radius of Scholes INTL at Galveston, Galveston, TX. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory. Revise GALVESTON, TX Class E: That airspace extending upward from the surface within a 4.1-mile radius of Scholes INTL at Galveston, Galveston, TX. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Delete PONDEROSA LAKES heliport, 30°01'25"N, 95°28'20"W. Delete ASC heliport, 29°41'09"N, 95°27'23"W. Delete HERMAN HOSPITAL heliport, 29°43'09"N, 95°24'09"W. Delete abandoned arpt symbol, 29°30'30"N, 95°03'15"W.

Delete DUDLEY heliport 29°38'04"N, 95°16'20"W.

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### Military Training Routes

No Changes

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## HOUSTON SECTIONAL

### 78th Edition, September 28, 2006

Delete COW PASTURE arpt, 30°37'30"N, 34°23'35"W. Change AIR RICE arpt to HOUSTON EXECUTIVE arpt and change CTAF 122.9 to 122.975, 29°48'25"N, 95°53'52"W. Add CTAF freq. 122.9 at COVEY TRAILS arpt, 29°41'23"N, 95°50'22"W. Add obst 472' MSL (290' AGL) UC, 30°11'35"N, 95°38'36"W. Add obst 837' MSL (332' AGL) UC, 32°07'14"N, 95°41'02"W. Add obst 1049' MSL (482' AGL) UC, 32°02'42"N, 95°40'38"W. Add obst 532' MSL (338' AGL) UC, 31°32'16"N, 93°39'52"W. Add obst 542' MSL (350' AGL) UC, 31°08'27"N, 92°49'05"W. Add obst 385' MSL (256' AGL) UC, 30°42'32"N, 91°09'49"W. Add obst 377' MSL (306' AGL) UC, 30°41'14"N, 92°20'55"W. Add obst 387' MSL (350' AGL) UC, 30°53'03"N, 91°57'00"W. Add obst 706' MSL (306' AGL) UC, 31°12'59"N, 90°44'13"W. Add obst 687' MSL (430' AGL) UC, 31°43'54"N, 93°55'55"W. Add obst 562' MSL (265' AGL) UC, 30°19'30"N, 95°38'55"W. Add obst 469' MSL (306' AGL) UC, 31°10'54"N, 91°17'14"W. Add obst 512' MSL (311' AGL) UC, 31°59'57"N, 90°43'59"W. Add obst 430' MSL (225' AGL) UC, 30°13'20"N, 95°33'07"W. Add obst 613' MSL (340' AGL) UC, 30°23'50"N, 95°19'42"W. Add obst 490' MSL (265' AGL) UC, 30°08'09"N, 95°40'51"W. Add obst 525' MSL (350' AGL), 31°03'06"N, 92°43'17"W.

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### Military Training Routes

No Changes

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## HOUSTON TERMINAL AREA CHART

### 66th Edition, September 28, 2006

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Change AIR RICE arpt to HOUSTON EXECUTIVE arpt and change CTAF 122.9 to 122.975, 29°48'25"N, 95°53'52"W. Add CTAF freq. 122.9 at COVEY TRAILS arpt, 29°41'23"N, 95°50'22"W. Add obst 472'MSL (290'AGL) UC, 30°11'35"N, 95°38'36"W. Add obst 562'MSL (265'AGL) UC, 30°19'30"N, 95°38'55"W. Add obst 430'MSL (225'AGL) UC, 30°13'20"N, 95°33'07"W. Add obst 613'MSL (340'AGL) UC, 30°23'50"N, 95°19'42"W. Add obst 490'MSL (265'AGL) UC, 30°08'09"N, 95°40'51"W.

### Military Training Routes

No Changes

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## IFR GULF OF MEXICO

### VERTICAL FLIGHT REFERENCE CHART

### 9th Edition, February 16, 2006

SABINE PASS VOR/DEM (SBI): OTS Indefinitely. GULFPORT VORTAC VOR (GPT): Voice OTS Indefinitely. TACAN AZM OTS Indefinitely. JACKSONVILLE ARTCC, HOUSTON OCEANIC CTA/FIR KZHU and Gulf of Mexico Low Control boundaries are amended.

Add Mustang Beach (RAS) arpt, N 27-48-42.6, W 97-05-19.5. Change as appropriate on Title Panel: FOR CHARTING ERRORS CONTACT: FAA, National Aeronautical Charting Office, ATO-W SSMC-4, Sta. #2335. FOR RECOMMENDATIONS REGARDING FORMAT AND CONTENT CONTACT: FAA, Aeronautical Information Services, ATO-R, Add Telephone 1-866-295-8236. FOR PROCUREMENT CONTACT: Distribution Division, ATO-W, 10201 Good Luck Road, Glenn Dale, MD 20769-9700 Add Online at [www.naco.faa.gov](http://www.naco.faa.gov) Email [9-AMC-Chartsales@faa.gov](mailto:9-AMC-Chartsales@faa.gov), Fax 301-436-6829 Or any authorized chart agent. All other Title Panel information remains unchanged.

1) BEEVILLE NDB (BEA) OTS indefinitely 2). Per Chart Review- Delete DE RIDDER RCO at WHITE LAKE VOR/DME (LLA)

Port Lavaca (PKV) NDB OTS Indefinitely N28°-39.05' W96°-40.89'. Orange (ORG) NDB OTS deleted N30°-04.22' W93°-47.70. Gulfport (GPT) VORTAC modified to L-VOR/DME, New GP's N30°-24.31' W89°-04.50' May (T51) airport name modified to "Dan Jones Intl"

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Southland Fld airport ident changed to (UXL)

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## KANSAS CITY SECTIONAL

### 77th Edition, November 23, 2006

No major changes.

### Military Training Routes

No changes

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## MEMPHIS SECTIONAL CHART

### 77th Edition, September 28, 2006

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Add obst 924'MSL (420'AGL) UC, 35°02'14"N, 93°14'05"W. Add obst 711'MSL (278'AGL) UC, 34°34'29"N, 88°41'31"W. Add obst 727'MSL (406'AGL) UC, 34°42'15"N, 89°48'45"W. Add obst 726'MSL (310'AGL) UC, 34°17'35"N, 89°26'51"W. Change obst from 653'MSL (303'AGL) to 720'MSL (370'AGL), 33°00'53"N, 94°20'28"W. Add obst 813'MSL (498'AGL) UC, 33°20'44"N, 88°14'06"W. Add obst 881'MSL (290'AGL) UC, 35°52'13"N, 87°52'10"W. Add obst 826'MSL (340'AGL) UC, 34°48'00"N, 88°33'50"W. Add obst 585'MSL (310'AGL) UC, 34°13'37"N, 89°36'16"W. Add obst 874'MSL (410'AGL) UC, 34°50'03"N, 88°57'03"W. Add obst 630'MSL (311'AGL) UC, 34°33'54"N, 89°28'55"W. Add obst 839'MSL (311'AGL) UC, 32°58'55"N, 88°56'04"W. Add obst 666'MSL (360'AGL) UC, 33°04'41"N, 90°03'40"W. Add obst 590'MSL (400'AGL) UC, 32°41'03"N, 90°15'10"W. Add obst 763'MSL (311'AGL) UC, 32°05'32"N, 90°22'11"W. Add obst 525'MSL (311'AGL) UC, 34°47'05"N, 90°08'50"W. Add obst 656'MSL (311'AGL) UC, 33°20'49"N, 88°43'44"W. Add obst 523'MSL (270'AGL) UC, 33°22'45"N, 88°51'54"W. Add obst 780'MSL (311'AGL) UC, 32°21'22"N, 89°39'28"W. Add obst 625'MSL (224'AGL) UC, 35°37'58"N, 88°15'44"W. Delete CAMDEN NDB, 33°36'48"N, 092°46'03" Delete FORREST CITY NDB, 34°56'27"N, 090°46'25"

### Military Training Routes

No changes

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## MEMPHIS TERMINAL AREA CHART

### 35th Edition, September 28, 2006

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Add obst 727'MSL (406'AGL) UC, 34°42'15"N, 89°48'45"W. Add obst 630'MSL (311'AGL) UC, 34°33'54"N, 89°28'55"W. Add obst 525'MSL (311'AGL) UC, 34°47'05"N, 90°08'50"W. Delete FORREST CITY NDB, 34°56'27"N, 090°46'25"

### Military Training Routes

No Changes

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**NEW ORLEANS SECTIONAL**  
**79th Edition, November 23, 2006**

No major changes.

**Military Training Routes**

No Changes

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**NEW ORLEANS TERMINAL AREA CHART**  
**64th Edition, November 23, 2006**

No major changes.

**Military Training Routes**

No Changes

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**PHOENIX SECTIONAL**  
**76th Edition, October 26, 2006**

No major changes.

**Military Training Routes**

No changes

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## ST. LOUIS SECTIONAL

### 74th Edition, April 13, 2006

Delete KNOB CREEK airport 38°01'14"N, 85°50'45"W. Change MEF 1<sup>3</sup> to 1<sup>4</sup> in quadrant 39°00'–39°30"N, 90°30'–91°00'. Change MEF 1<sup>3</sup> to 1<sup>4</sup> in quadrant 36°30'–37°00"N, 90°30'–91°00'. Add NICHOLASVILLE, KY Class E. That airspace extending upward from 700 feet above the surface within a 6.5–radius of Lucas Field Airport; excluding that airspace within the Lexington, KY, Class E airspace area. Add obst 995'MSL (320'AGL), 39°13'08"N, 86°14'17"W. Add obst 1115'MSL (310'AGL)UC, 40°08'10"N, 86°43'23"W. Add obst 1126'MSL (264'AGL)UC, 39°31'13"N, 86°29'13"W. Add obst 1062'MSL (307'AGL)UC, 38°56'09"N, 86°42'43"W. Add obst 1105'MSL (309'AGL)UC, 39°30'06"N, 86°47'05"W. Add obst 1140'MSL (350'AGL)UC, 36°57'37"N, 86°32'49"W. Add obst 1048'MSL (345'AGL)UC, 38°25'59"N, 86°45'06"W. Add obst 1016'MSL (260'AGL), 38°09'45"N, 86°08'09"W. Add obst 1090'MSL (300'AGL)UC, 39°16'39"N, 86°14'19"W. Add obst 1115'MSL (310'AGL)UC, 40°08'09"N, 86°43'23"W. Add obst 977'MSL (347'AGL)UC, 39°28'51"N, 89°10'28"W. Add obst 1327'MSL (335'AGL), 37°58'02"N, 90°21'10"W.

Delete Arnold NDB, 38°12'53"N, 84°49'11"W. Add LAMBERT–ST LOUIS INTL ATCT frequencies 132.475 (WEST), 239.275 (WEST). Add RACER A MOA: Boundary beginning at 39°12'30"N, 86°09'50"W to 39°07'36"N, 86°08'00"W to 39°07'36"N, 85°59'30"W to 39°00'00"N, 85°59'30"W to 38°57'48"N, 86°01'29"W to 38°57'48"N, 86°16'06"W to 39°06'00"N, 86°15'00"W to the point of beginning. ALTITUDE: 500 AGL TO BUT NOT INCLUDING 4000 MSL. TIME OF USE: MAY 1 THROUGH SEPT 30, 0700–2200 LCL TIME DAILY; OCT 1 THROUGH APR 30, 0800–2200 LCL TIME, TUE THROUGH SAT, OTHER TIMES BY NTM. RACER A WILL NOT BE ACTIVATED 2200–0700 LCL TIME. CONTROLLING AGENCY: FAA, INDIANAPOLIS ARTCC. Add RACER B MOA: Boundary beginning at 39°12'30"N, 86°09'50"W to 39°07'36"N, 86°08'00"W to 39°07'36"N, 85°59'30"W to 39°00'00"N, 85°59'30"W to 38°57'48"N, 86°01'29"W to 38°57'48"N, 86°16'06"W to 39°06'00"N, 86°15'00"W to the point of beginning. ALTITUDE: 4000 MSL TO 8000 MSL. TIME OF USE: MAY 1 THROUGH SEPT 30, 0700–2200 LCL TIME DAILY; OCT 1 THROUGH APRIL 30, 0800–2200 LCL TIME, TUE THROUGH SAT, O/T BY NTM. RACER B MOA WILL NOT BE ACTIVATED BETWEEN 2200–0700 LCL TIME. CONTROLLING AGENCY: FAA, INDIANAPOLIS ARTCC. Add RACER C MOA: Boundary beginning at 39°12'30"N, 86°09'50"W to 39°12'30"N, 85°59'30"W to 39°07'36"N, 85°59'30"W to 39°07'36"N, 86°08'00"W to the point of beginning. ALTITUDE: 500 AGL TO BUT NOT INCLUDING FL 180. TIME OF USE: MAY 1 THROUGH SEPT 30, 0700–2200 LCL TIME DAILY; OCT 1 THROUGH APRIL 30, 0800–2200 LCL TIME, TUE THROUGH SAT, O/T BY NTM. RACER C MOA WILL NOT BE ACTIVATED BETWEEN 2200–0700 LCL TIME. CONTROLLING AGENCY: FAA, INDIANAPOLIS ARTCC. Add RACER D MOA: Boundary beginning at 39°22'00"N, 86°06'40"W to 39°22'00"N, 85°59'30"W to 39°21'30"N, 85°59'30"W to 39°21'30"N, 86°06'00"W to 39°13'00"N, 86°06'00"W to 39°13'00"N, 85°59'30"W to 39°12'30"N, 85°59'30"W to 39°12'30"N, 86°09'50"W to 39°19'00"N, 86°11'20"W to the point of beginning. ALTITUDE: 14000 MSL TO BUT NOT INCLUDING FL 180. TIME OF USE: MAY 1 THROUGH SEPT 30, 0700–2200 LCL TIME DAILY; OCT 1 THROUGH APRIL 30, 0800–2200 LCL TIME, TUE THROUGH SUN, O/T BY NTM. CONTROLLING AGENCY: FAA, INDIANAPOLIS ARTCC. Add JPG A MOA: Boundary beginning at 38°39'00"N, 85°56'00"W to 38°39'00"N, 86°05'13"W to 38°46'00"N, 86°13'00"W to 38°50'34"N, 86°00'53"W to 38°53'57"N, 85°51'51"W to 39°01'00"N, 85°33'00"W to 39°02'05"N, 85°30'00"W to 39°02'57"N, 85°27'42"W to 38°55'00"N, 85°27'42"W to 38°50'00"N, to 85°27'42"W to 38°48'00"N, 85°33'00"W to 38°42'38"N, 85°46'51"W to 38°40'17"N, 85°52'43"W to the point of beginning. Altitude: 500 AGL up to but not including 6000 MSL; excluding the airspace from the surface to but not including 4000 MSL. Time of use: 0800–2300 local daily; other times by NOTAM. JPG A MOA activated in conjunction with the Jefferson Gunnery Range. Controlling agency: FAA, Indianapolis ARTCC. Add JPG B MOA: Boundary beginning at 38°40'17"N, 85°52'43"W to 38°50'34"N, 86°00'53"W to 38°53'57"N, 85°51'51"W to 39°01'00"N, 85°33'00"W to 38°48'00"N, 85°33'00"W to 38°42'38"N, 85°46'51"W to the point of beginning. Altitude: 6000 MSL to but not including FL 180. Time of use: 0800–2300 local time daily; other times by NOTAM. JPG B MOA activated in conjunction with the Jefferson Gunnery Range. Controlling agency: FAA, Indianapolis ARTCC. Add JPG C MOA: Boundary beginning at 38°48'00"N, 85°33'00"W to 39°01'00"N, 85°33'00"W to 39°02'05"N, 85°30'00"W to 38°57'30"N, 85°30'00"W to 38°55'00"N, 85°27'42"W to 38°50'00"N, 85°27'42"W to the point of beginning. Altitude: 6000 MSL up to but not including FL 180. Time of use: 0800–2300 local time daily; other times by NOTAM. JPG C MOA activated in conjunction with the Jefferson Gunnery Range. Controlling agency: FAA, Indianapolis ARTCC. Add JPG D MOA: Boundary beginning at 39°01'00"N, 85°33'00"W to 39°10'00"N, 85°33'00"W to 39°12'00"N, 85°29'00"W to 39°10'00"N, 85°22'00"W to 39°02'00"N, 85°22'00"W to 39°02'57"N, 85°27'42"W to 39°02'05"N, 85°30'00"W to the point of beginning. Altitude: 500 AGL up to but not including 4000 MSL. Time of use: 0800–2300 local time daily; other times by NOTAM. JPG D MOA activated in conjunction with the Jefferson Gunnery Range. Controlling agency: FAA, Indianapolis ARTCC. Add obst 1011'MSL (349'AGL)UC, 39°15'43"N, 89°06'36"W. Add obst 987'MSL (349'AGL)UC, 39°19'04"N, 88°37'14"W. Add obst 1002'MSL (349'AGL)UC, 39°47'51"N, 87°59'40"W. Add obst 765'MSL (280'AGL)UC, 38°24'39"N, 89°54'01"W. Add obst 921'MSL (309'AGL)UC, 37°04'50"N, 87°27'47"W. Add obst 1600'MSL (275'AGL)UC, 37°13'29"N, 84°13'12"W. Add obst 848'MSL (265'AGL)UC, 39°21'23"N, 87°06'40"W.

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Add obst 1084'MSL (295'AGL)UC, 39°04'20"N, 86°08'24"W. Add obst 868'MSL (300'AGL)UC, 38°52'28"N, 86°03'37"W. Add obst 956'MSL (305'AGL)UC, 38°25'52"N, 90°54'59"W. Add obst 935'MSL (265'AGL)UC, 39°46'46"N, 88°28'25"W. Add obst 691'MSL (290'AGL)UC, 37°34'39"N, 87°28'36"W. Add obst 1082'MSL (250'AGL)UC, 39°41'02"N, 84°22'58"W. Add obst 694'MSL (204'AGL), 38°59'14"N, 89°05'57"W. Change obst from 970'MSL (220'AGL) UC to 1064'MSL (315'AGL) UC, 38°23'46"N, 85°26'31"W. Delete WILKINS arpt, 40°11'24"N, 86°55'20"W. Delete NERGENAH arpt, 39°39'18"N, 89°54'55"W. SAN MAR GALE arpt abandoned, 39°27'30"N, 84°07'54"W.

Change CTAF freq 122.8 to 123.075 at SPARTA-HUNTER arpt, 38°08'56"N, 89°41'55"W. Add INDIANAPOLIS INTL ATCT freq 127.82, 39°43'00"N, 86°17'40"W. Add obst 1002'MSL (349'AGL), 39°47'50"N, 87°59'39"W. Add obst 897'MSL (265'AGL), 39°52'58"N, 90°00'44"W. Add obst 840'MSL (305'AGL) UC, 38°26'16"N, 90°59'47"W. Add obst 1063'MSL (263'AGL) UC, 39°37'22"N, 90°53'51"W. Add obst 1673'MSL (453'AGL) UC, 37°13'24"N, 84°02'01"W. Add obst 847'MSL (250'AGL), 39°35'11"N, 89°27'03"W. Add obst 1076'MSL (306'AGL) UC, 37°46'44"N, 85°22'59"W. Add obst 772'MSL (260'AGL) UC, 38°59'24"N, 90°44'24"W. Add obst 1188'MSL (237'AGL) UC, 39°27'06"N, 85°12'00"W. Add obst 1335'MSL (306'AGL) UC, 37°01'04"N, 85°30'53"W. Add obst 1226'MSL (306'AGL) UC, 36°59'37"N, 85°41'15"W. Add obst 1090'MSL (500'AGL) UC, 37°47'44"N, 86°50'57"W.

## Military Training Routes

No changes

## SAN ANTONIO SECTIONAL

### 78th Edition, November 23, 2006

No major changes.

## Military Training Routes

No Changes

## WICHITA SECTIONAL

### 77th Edition, August 3, 2006

Change CTAF 122.8 to 122.9 at MEDFORD arpt 36°47'26"N, 97°44'56"W. Add obst 3271'MSL (332'AGL), 36°06'03"N, 100°42'32"W. Add obst 1892'MSL (295'AGL)UC, 37°31'15"N, 98°04'55"W. Add obst 1660'MSL (235'AGL)UC, 37°00'48"N, 98°38'35"W. Add obst 1636'MSL (275'AGL)UC, 37°28'04"N, 97°39'43"W. Add obst 1488'MSL (275'AGL)UC, 37°24'14"N, 96°59'47"W. Add obst 1691'MSL (275'AGL)UC, 37°02'59"N, 98°03'18"W. Add obst 1690'MSL (295'AGL)UC, 37°24'26"N, 97°51'03"W. Add obst 2213'MSL (295'AGL)UC, 37°30'34"N, 98°41'13"W. Add obst 1828'MSL (349'AGL)UC, 37°15'54"N, 98°23'55"W. Change obst from 1703'MSL (302'AGL) to 1992'MSL (302'AGL), 37°22'28"N, 98°13'07"W. Add obst 3832'MSL (346'AGL)UC, 36°26'43"N, 101°52'34"W. Revise Wellington, KS Class E: That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of Wellington Municipal Airport and within 2.5 miles each side of the 007° bearing from Wellington NDB extending from the 6.8-mile radius to 7.0 miles north of the airport and within 4.4 miles each side of the 159° radial of the Wichita VORTAC extending from the 6.8-mile radius to 10.5 miles northwest of the airport and within 2.5 miles each side of the 176° bearing from Wellington NDB extending from the 6.8 mile radius to 7.0 miles south of the airport. UNICOM freq. at GARDEN CITY arpt, 37°55'36"N, 100°43'24"W is 122.95.

Add obst 1368'MSL (355'AGL), 36°06'27"N, 097°39'24"W. Add obst 1506'MSL (275'AGL)UC, 37°09'16"N, 097°39'58"W. Add obst 2079'MSL (394'AGL)UC, 39°25'50"N, 097°35'25"W. Add obst 3040'MSL (350'AGL)UC, 40°02'47"N, 100°34'30"W. Add obst 1757'MSL (335'AGL)UC, 37°18'28"N, 098°01'09"W. Add obst 1896'MSL (295'AGL)UC, 37°24'27"N, 098°04'27"W. Add obst 1557'MSL (295'AGL)UC, 37°30'47"N, 096°59'03"W. Add obst 1507'MSL (295'AGL)UC, 37°04'14"N, 097°11'46"W. Add obst 1595'MSL (295'AGL)UC, 37°09'15"N, 097°51'29"W. Add obst 2584'MSL (389'AGL)UC, 36°38'20"N, 099°33'38"W. Add obst 2321'MSL (320'AGL)UC, 40°08'37"N, 098°57'03"W. Change obst from 1975'MSL (255'AGL) to 2038'MSL (320'AGL), 37°39'37"N, 098°19'07"W. Add obst 3870'MSL (346'AGL) UC, 36°28'01"N, 101°48'21"W. Add obst 3564'MSL (403'AGL)UC, 36°22'22"N, 101°23'13"W. Delete ALVA NDB, 36°46'45"N, 098°40'16"W. Delete SKY PARK arpt, 36°52'00"N, 097°01'16"W.

## Military Training Routes

No Changes

## LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

The hold-short point, marked by an asterisk (\*), represents the predetermined points on the runway other than a runway or taxiway.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
<b>LOUISIANA</b>			
BATON ROUGE			
BATON ROUGE METROPOLITAN, RYAN FLD (BTR)	13	04L/22R	4,140 feet
	22R	13/31	3,450 feet
	22L	13/31	2,900 feet
NEW ORLEANS			
LAKEFRONT (NEW)	18R	09/27	5,359 feet
	27	18R/36L	2,560 feet
<b>TEXAS</b>			
DALLAS-FT WORTH			
DALLAS/FORT WORTH INTL (DFW)	17C	Twy B*	10,460 feet
	18R	Twy B*	10,100 feet
	35C	Twy EJ*	9,050 feet
	36L	Twy Z*	10,650 feet
HOUSTON			
GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)	26L	Twy NE	9,010 feet
	08R	Twy NP	9,019 feet
LONGVIEW			
EAST TEXAS RGNL (GGG)	31	17/35*	8,100 feet
	35	13/31*	4,150 feet
WACO			
WACO RGNL (ACT)	14	01/19	5,150 feet
	19	14/32	6,050 feet






In support of the Federal Aviation Administration's Runway Incursion Program, selected towered airport diagrams have been published in the Airport Diagram section of the A/FD. Diagrams will be listed alphabetically by associated city and airport name. Airport diagrams, depicting runway and taxiway configurations, will assist both VFR and IFR pilots in ground taxi operations. The airport diagrams in this publication are the same as those published in the U.S. Terminal Procedures Publications. For additional airport diagram legend information see the U.S. Terminal Procedures Publication.

NOTE: Some text data published under the individual airport in the front portion of the A/FD may be more current than the data published on the Airport Diagrams. The airport diagrams are updated only when significant changes occur.

## GENERAL INFORMATION

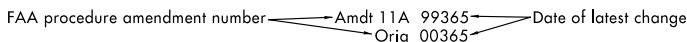
### PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., , , .
2. Approach lighting systems that do not bear a system identification are indicated with a negative "0" beside the name. A star (★) indicates non-standard PCL, consult the individual airport in the front portion of the A/FD, e.g., 0★. To activate lights use frequency indicated in the communication section of the chart with a 0 or the appropriate lighting system identification e.g., UNICOM 122.8 0, , .

<u>KEY MIKE</u>	<u>FUNCTION</u>
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-off)

### CHART CURRENCY INFORMATION



The Chart Date identifies the Julian date the chart was added to the volume or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest addition or change was first published.

The Procedure Amendment Number precedes the Chart Date, and changes any time instrument information (e.g., DH, MDA, approach routing, etc.) changes. Procedure changes also cause the Chart Date to change.

### MISCELLANEOUS

- ★ Indicates a non-continuously operating facility, see the individual airport in the front portion of the A/FD.
- # Indicates control tower temporarily closed UFN.



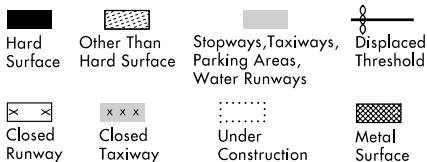
06271

## LEGEND

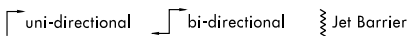
## INSTRUMENT APPROACH PROCEDURES (CHARTS)

## AIRPORT DIAGRAM

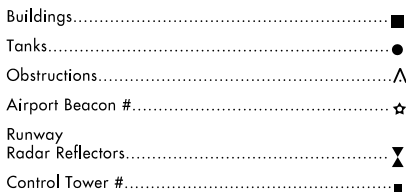
## Runways



**ARRESTING GEAR:** Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



## REFERENCE FEATURES



# When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways. Where a displaced threshold is shown and/or part of the runway is otherwise not available for landing, an annotation is added to indicate the landing length of the runway; e.g., Rwy 13 ldg 5000'.

Runway Weight Bearing Capacity/or PCN Pavement Classification Number is shown as a codified expression.

Refer to the appropriate Supplement/Directory for applicable codes e.g.,

RWY 14-32 S75, T185, TT175, TT325

PCN 80 F/D/X/U

Helicopter Alighting Areas (H) (H) (H) (H) (H)

Negative Symbols used to identify Copter Procedures landing point..... (H) (H) (H) (H) (H)

Runway TDZ elevation.....TDZE 123

Runway Slope.....0.3% DOWN  
0.8% UP  
(shown when runway slope is greater than or equal to 0.3%)

## NOTE:

Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

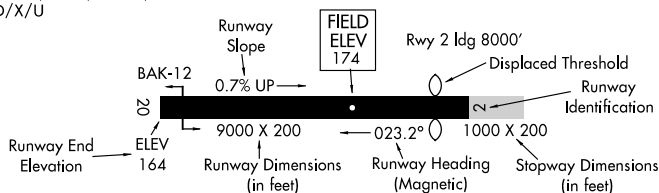
True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or 1/2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ±600 feet unless otherwise noted on the chart.

## NOTE:

All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in FLIP. (Foreign Only)



## SCOPE

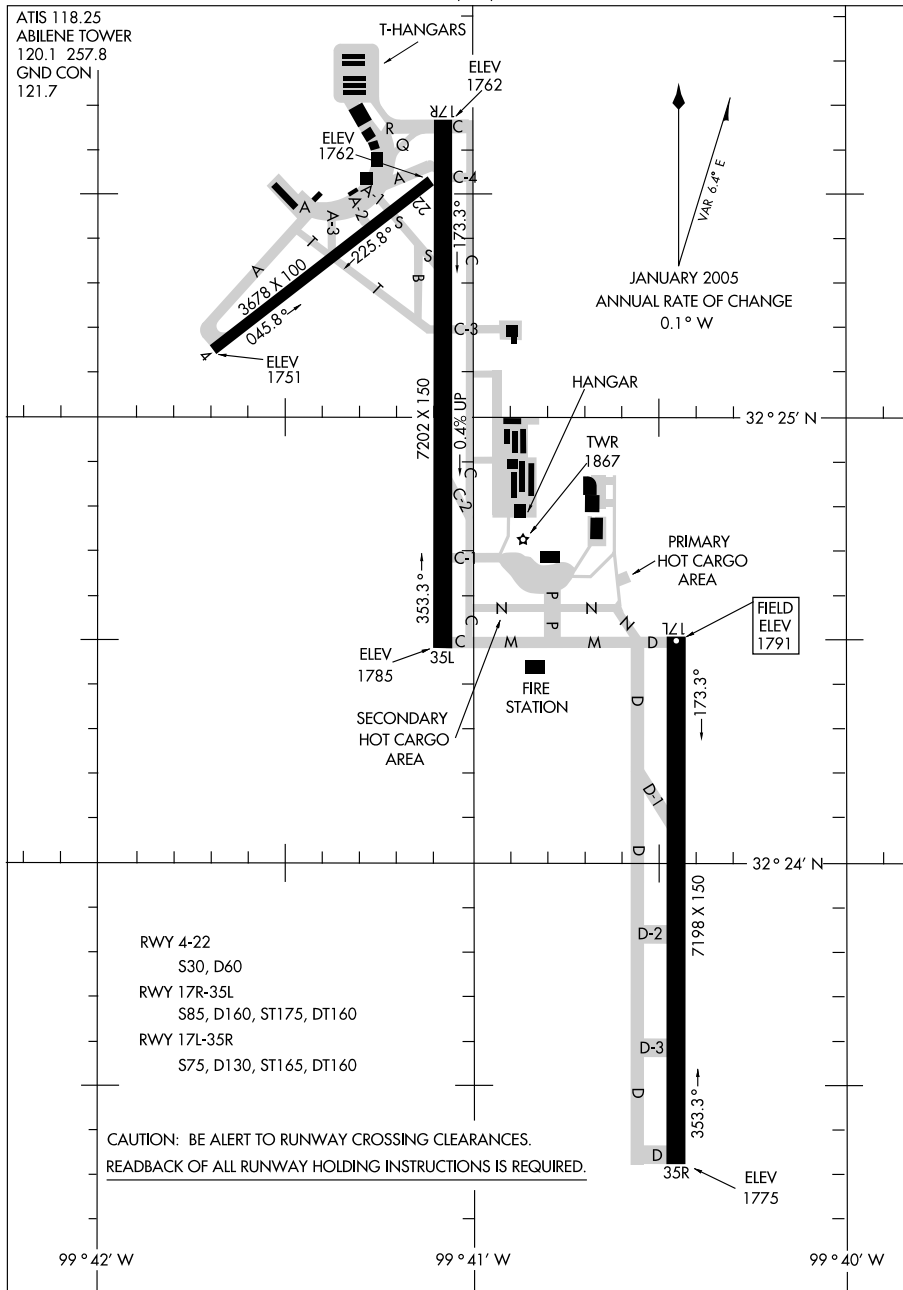
Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations and provide information for updating Computer Based Navigation Systems (I.E., INS, GPS) aboard aircraft. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

## LEGEND

06327

# AIRPORT DIAGRAM

ABILENE/ABILENE REGIONAL (ABI)  
ABILENE, TEXAS



# AIRPORT DIAGRAM

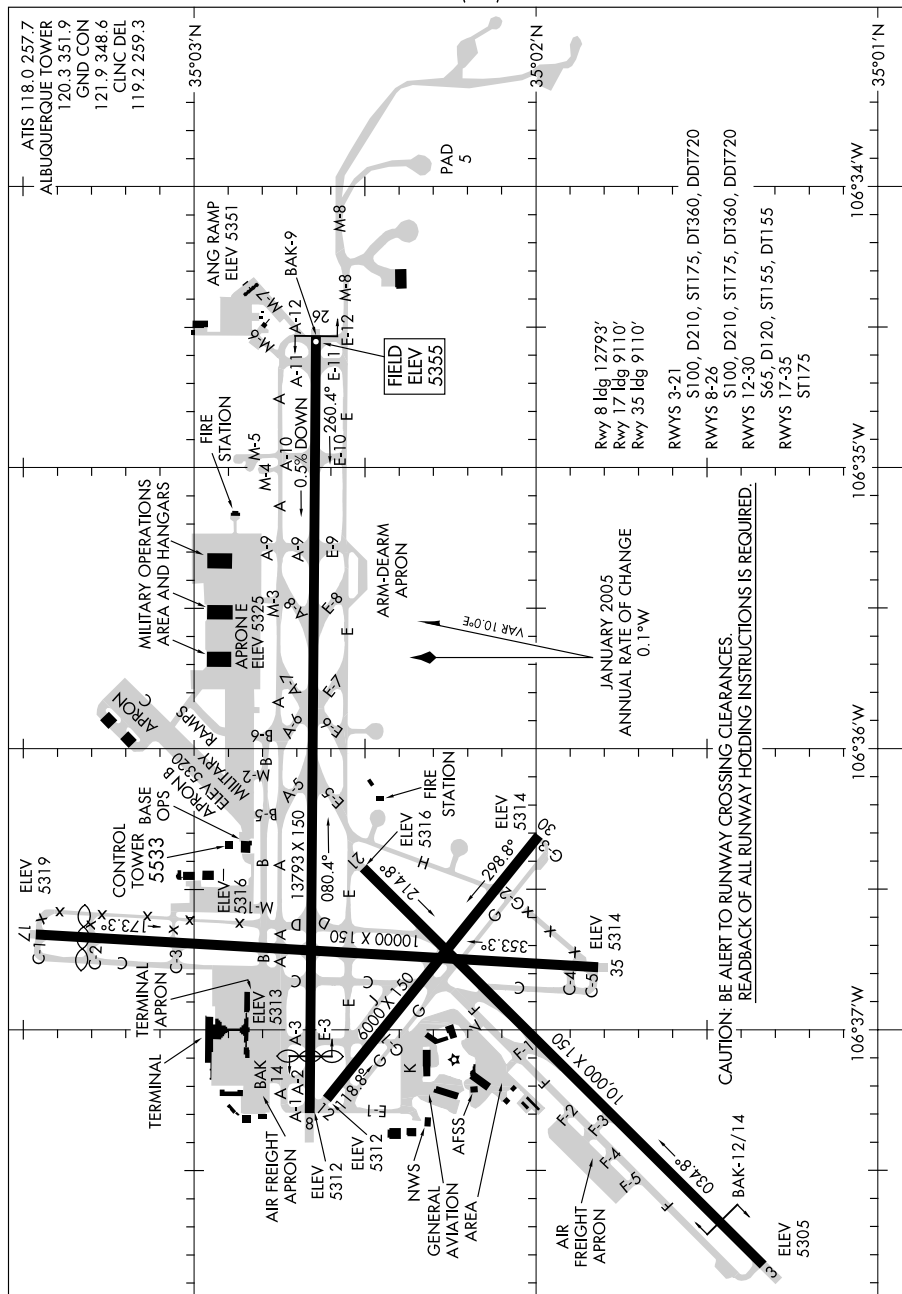
06327

ABILENE, TEXAS  
ABILENE/ABILENE REGIONAL (ABI)

06271

## AIRPORT DIAGRAM

AL-12 (FAA)

ALBUQUERQUE INTL SUNPORT (ABQ)  
ALBUQUERQUE, NEW MEXICO

## AIRPORT DIAGRAM

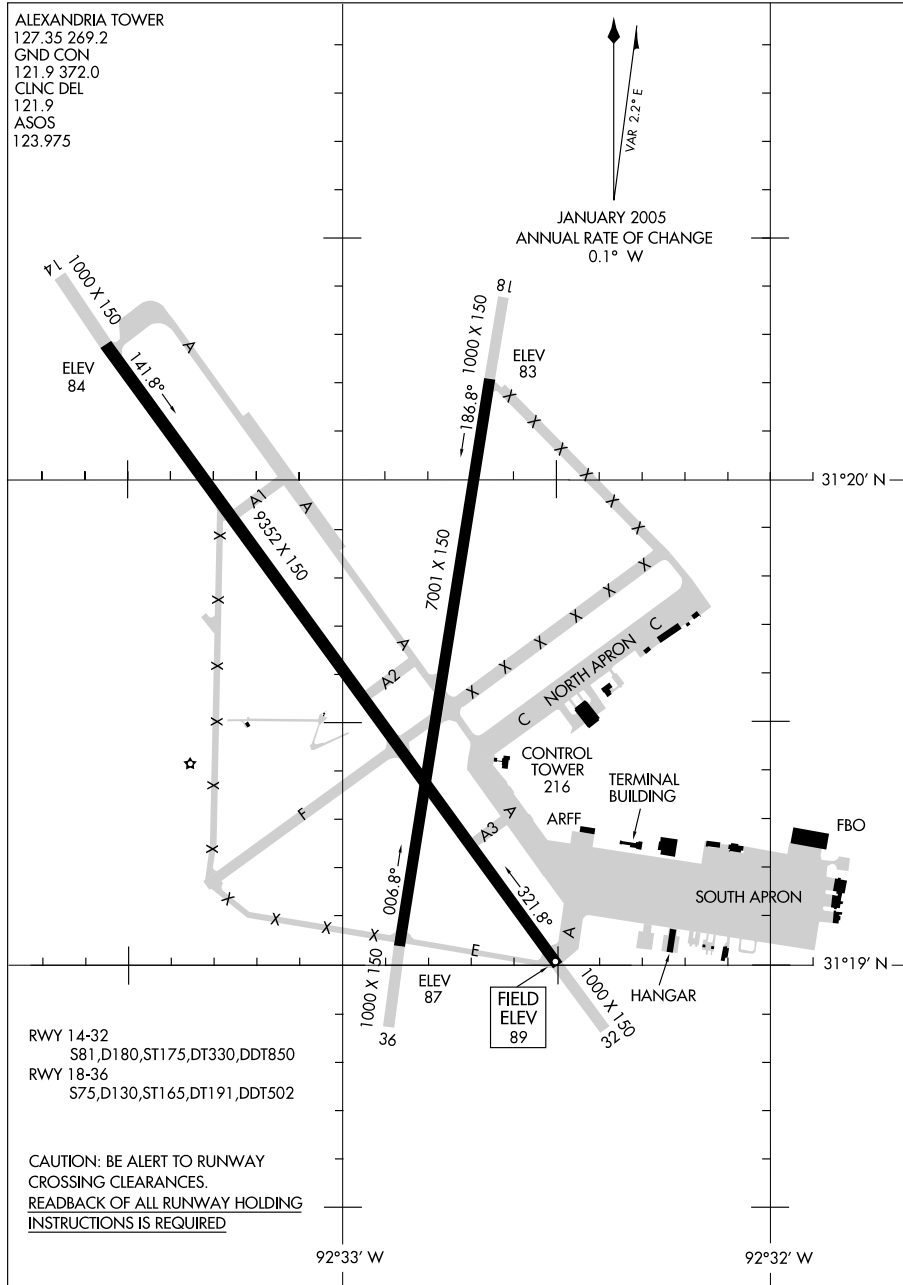
06271

ALBUQUERQUE, NEW MEXICO  
ALBUQUERQUE INTL SUNPORT (ABQ)

06215

# AIRPORT DIAGRAM

AL-13 (FAA)

ALEXANDRIA INTL (AEX)  
ALEXANDRIA, LOUISIANA

## AIRPORT DIAGRAM

06215

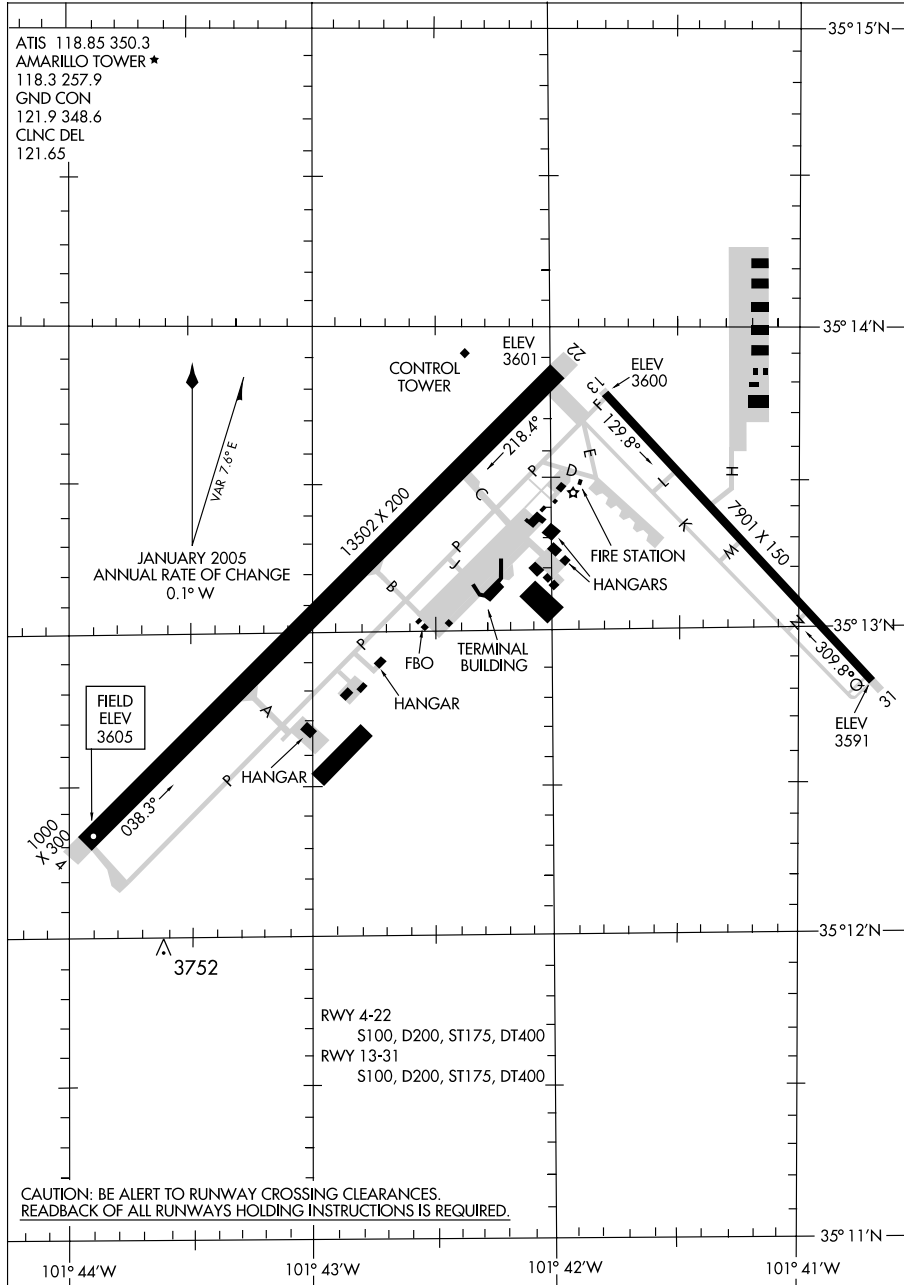
ALEXANDRIA, LOUISIANA  
ALEXANDRIA INTL (AEX)



06327

## AIRPORT DIAGRAM

AL-19 (FAA)

RICK HUSBAND AMARILLO INTL (A.M.A.)  
AMARILLO, TEXAS

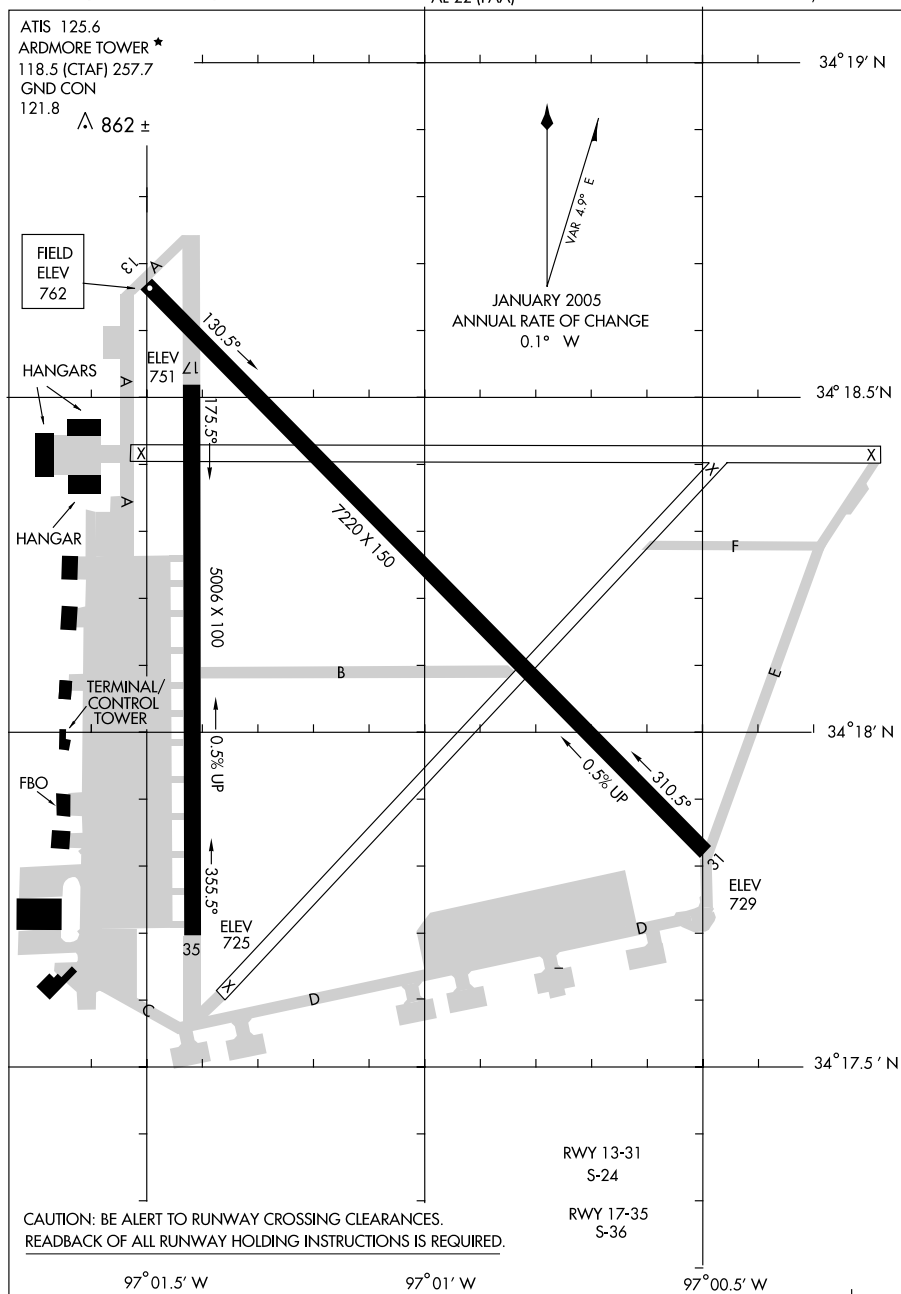
## AIRPORT DIAGRAM

06327

RICK HUSBAND AMARILLO INTL (A.M.A.)  
AMARILLO, TEXAS

06215

## AIRPORT DIAGRAM

ARDMORE MUNI (ADM)  
ARDMORE, OKLAHOMA

## AIRPORT DIAGRAM

06215

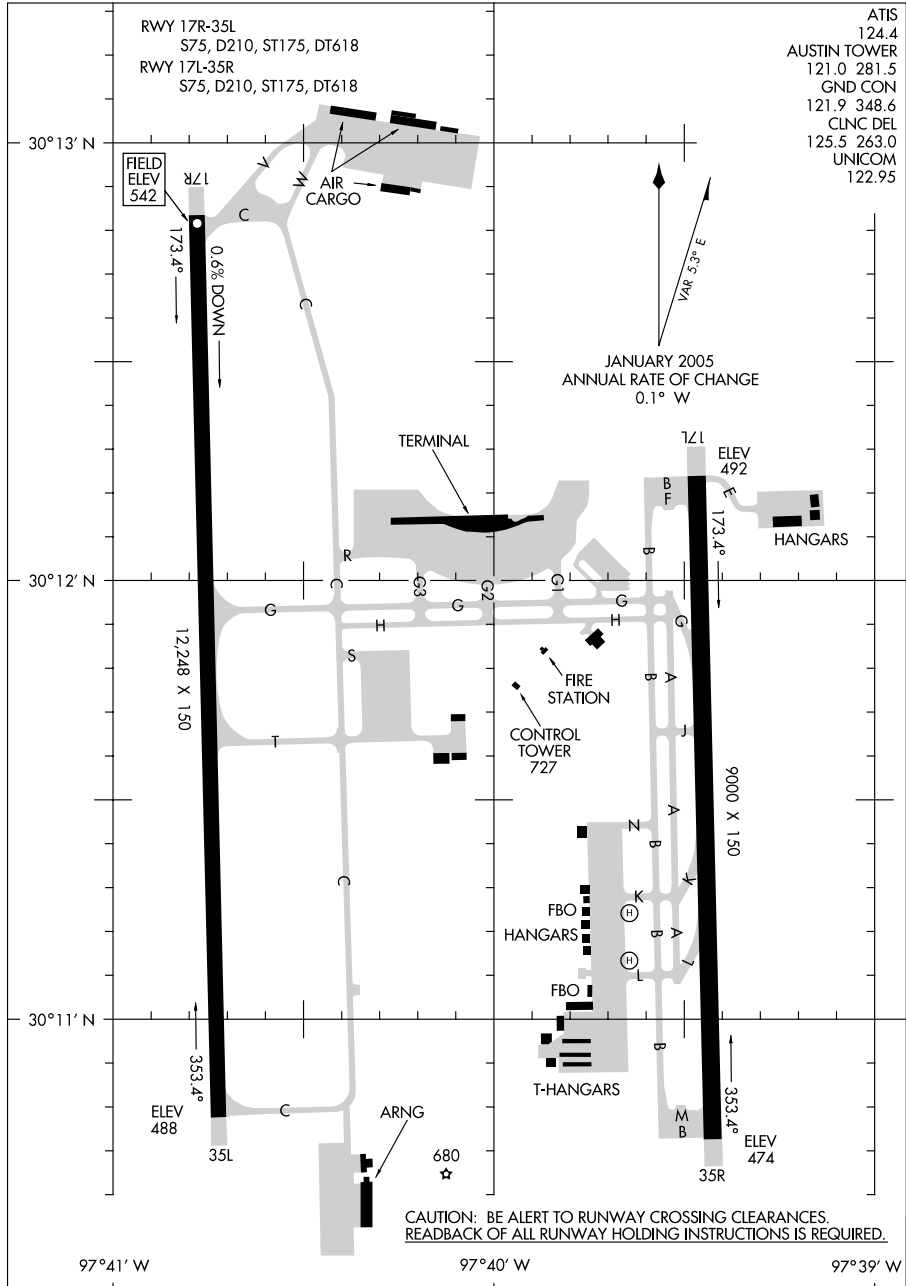
ARDMORE, OKLAHOMA  
ARDMORE MUNI (ADM)

06327

# AIRPORT DIAGRAM

AL-556 (FAA)

AUSTIN-BERGSTROM INTL (AUS)  
AUSTIN, TEXAS



# AIRPORT DIAGRAM

06327

AUSTIN, TEXAS  
AUSTIN-BERGSTROM INTL (AUS)



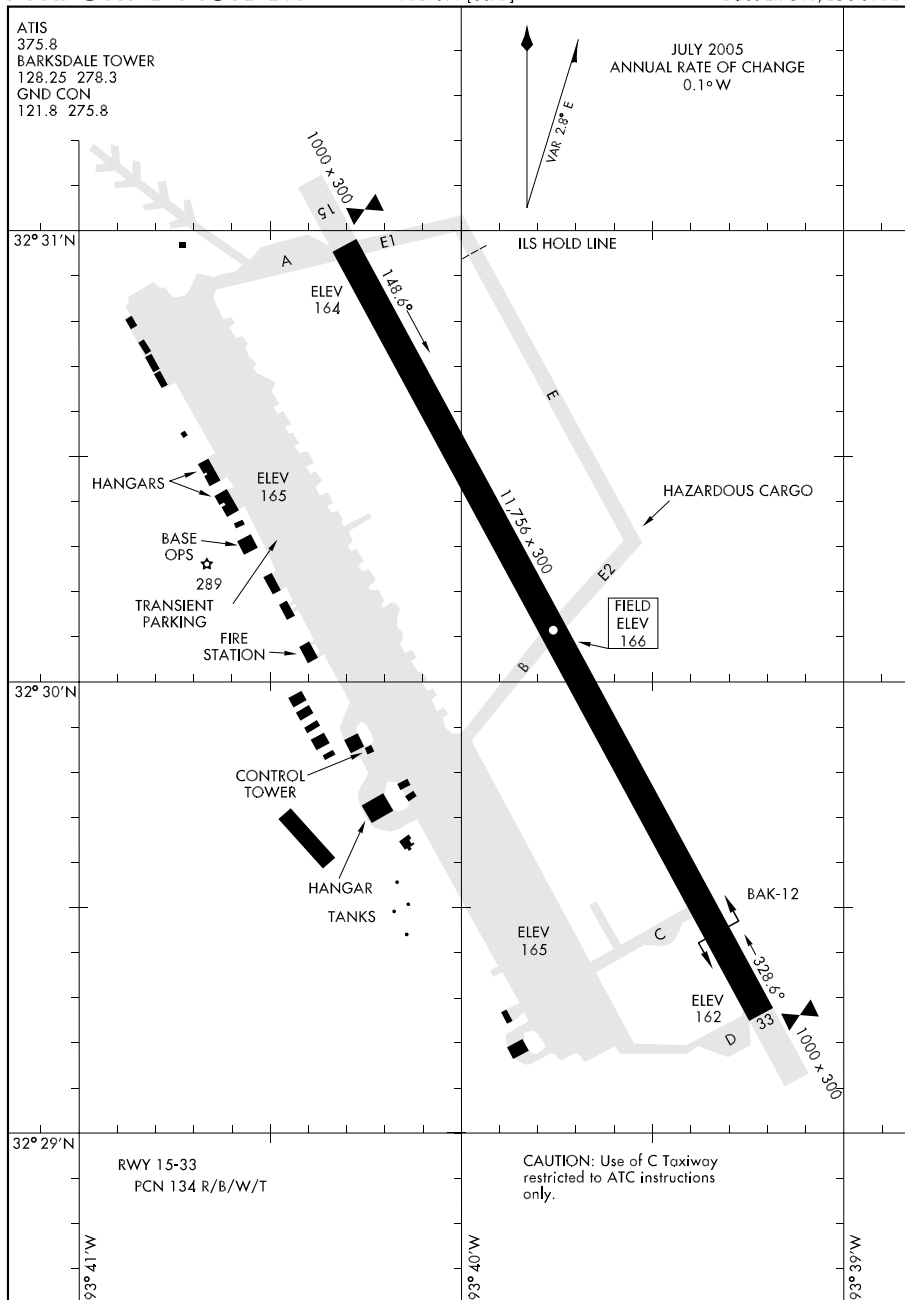
06159

## AIRPORT DIAGRAM

AFD-391 [USAF]

BARKSDALE AFB (KBAD)

BOSSIER CITY, LOUISIANA



## AIRPORT DIAGRAM

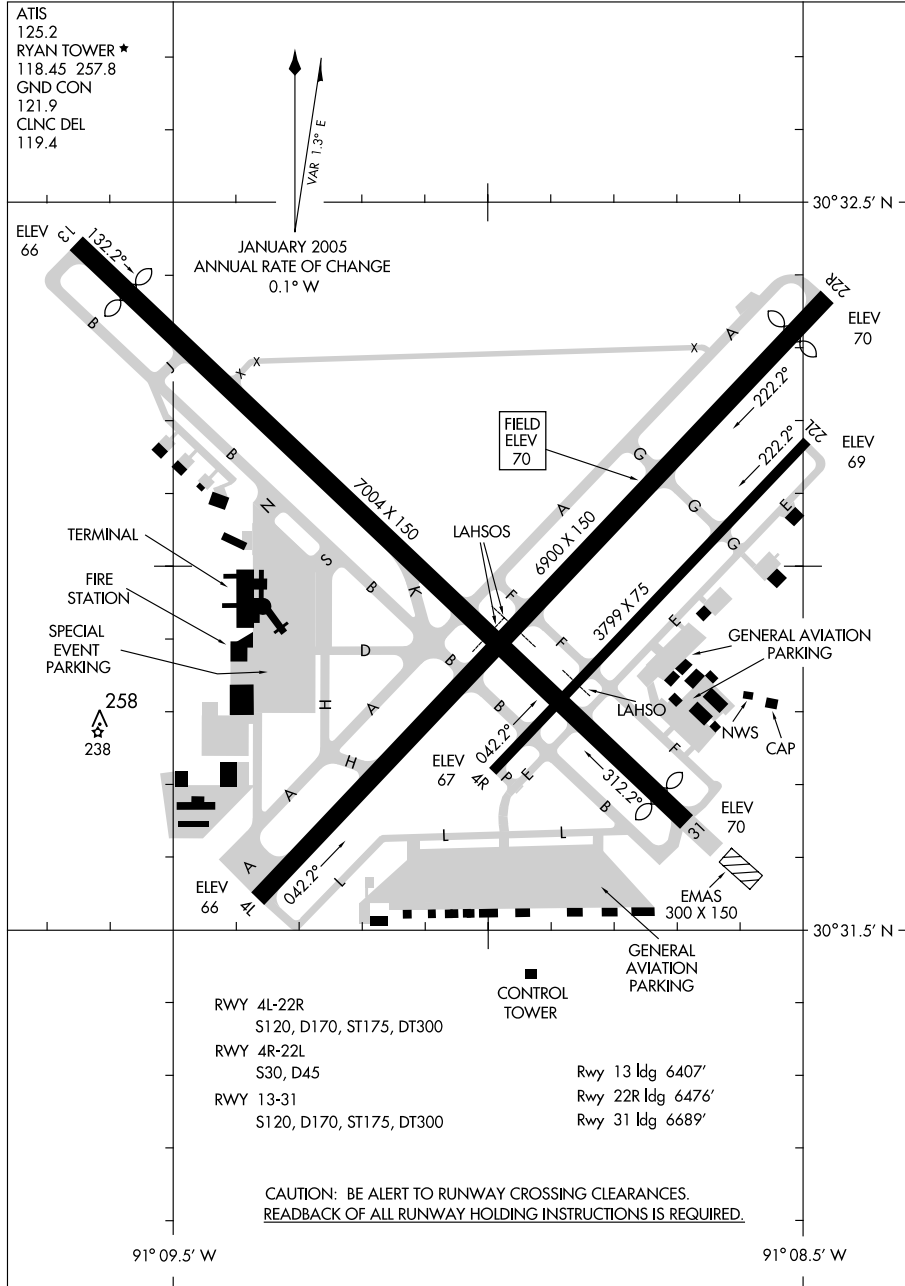
WGS-84 DATUM

BOSSIER CITY, LOUISIANA  
BARKSDALE AFB (KBAD)

06215

# AIRPORT DIAGRAM

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)  
AL-40 (FAA) BATON ROUGE, LOUISIANA



# AIRPORT DIAGRAM

06215

BATON ROUGE, LOUISIANA  
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

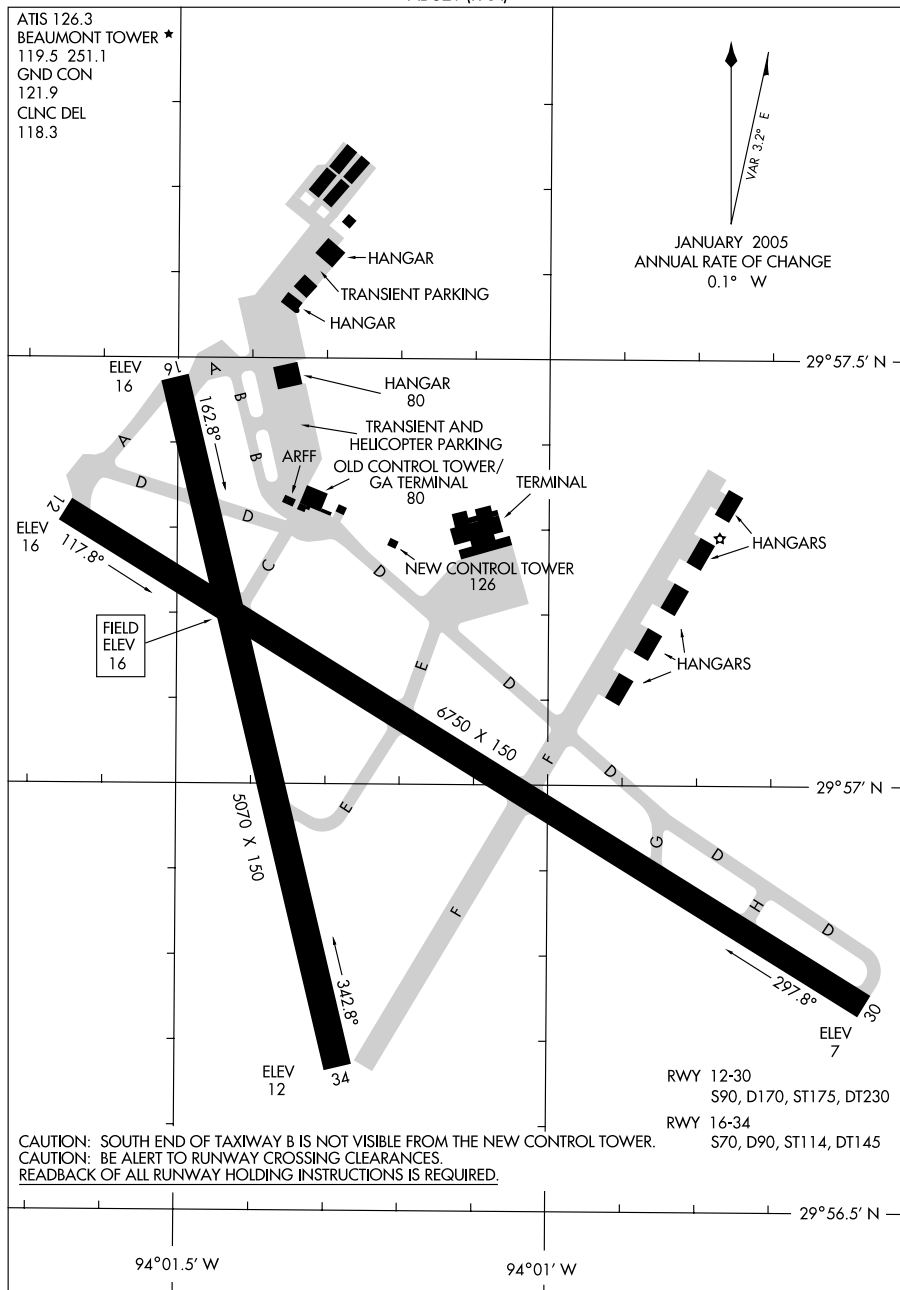
06327

## AIRPORT DIAGRAM

BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS REGIONAL (BPT)

AL-521 (FAA)

BEAUMONT-PORT ARTHUR, TEXAS



## AIRPORT DIAGRAM

06327

BEAUMONT-PORT ARTHUR, TEXAS  
BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS REGIONAL (BPT)

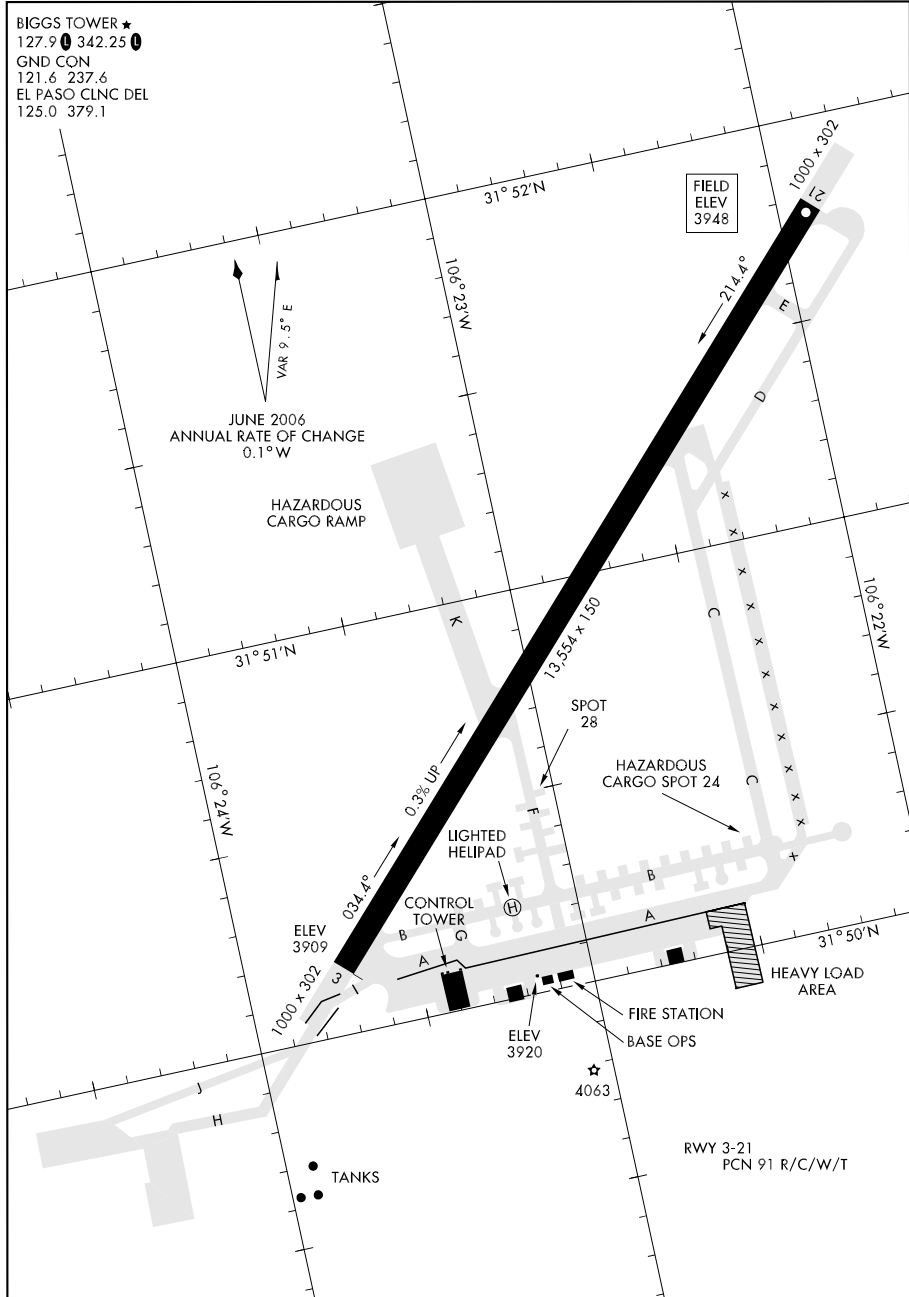
06159

## AIRPORT DIAGRAM

[USAF] AFD-133

BIGGS AAF (KBIF)

FORT BLISS, TEXAS



## AIRPORT DIAGRAM

FORT BLISS, TEXAS  
BIGGS AAF (KBIF)

06327

## AIRPORT DIAGRAM

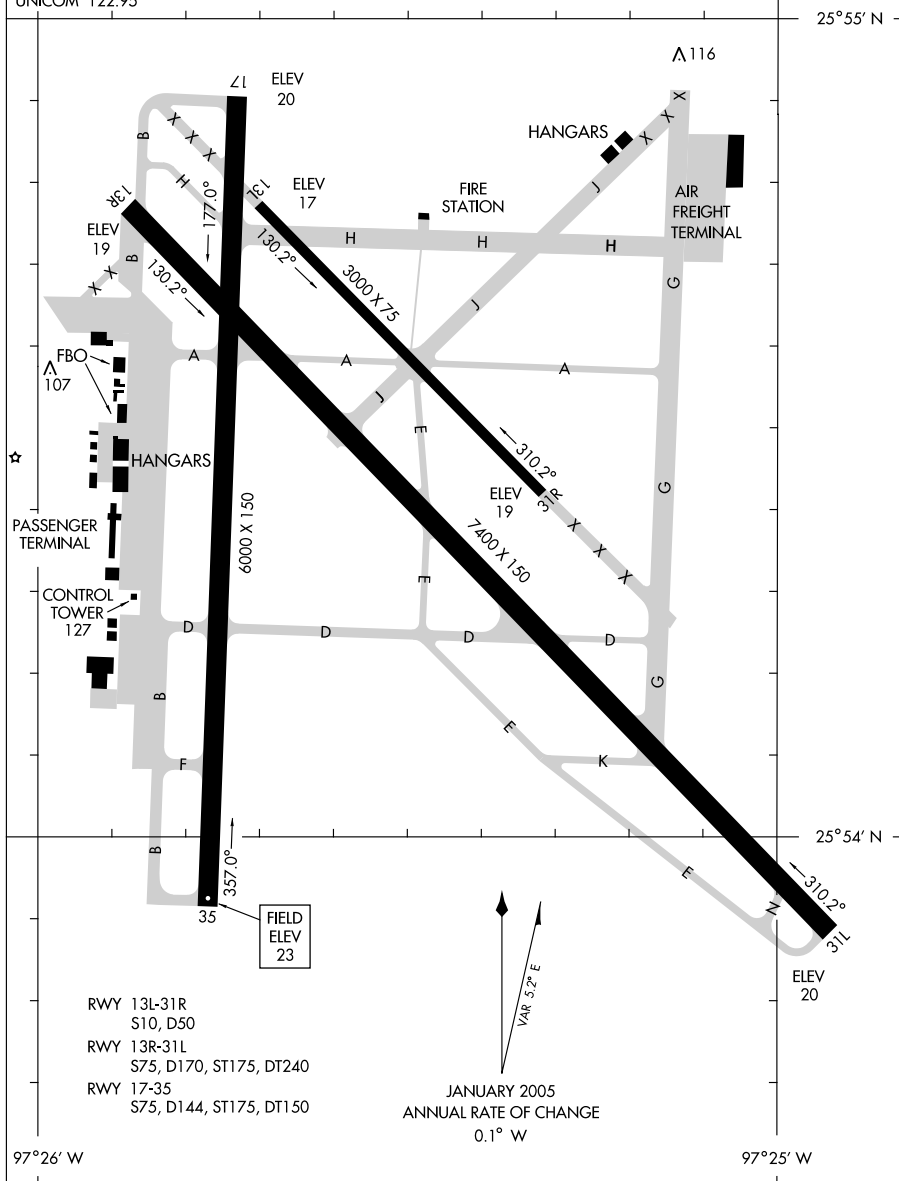
BROWNSVILLE/ SOUTH PADRE ISLAND INTL (BRO)

AL-61 (FAA)

BROWNSVILLE, TEXAS

ATIS 128.55  
 BROWNSVILLE TOWER★  
 118.9 (CTAF) 239.3  
 GND CON  
 121.9  
 UNICOM 122.95

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



## AIRPORT DIAGRAM

BROWNSVILLE, TEXAS  
 BROWNSVILLE/ SOUTH PADRE ISLAND INTL (BRO)

06327

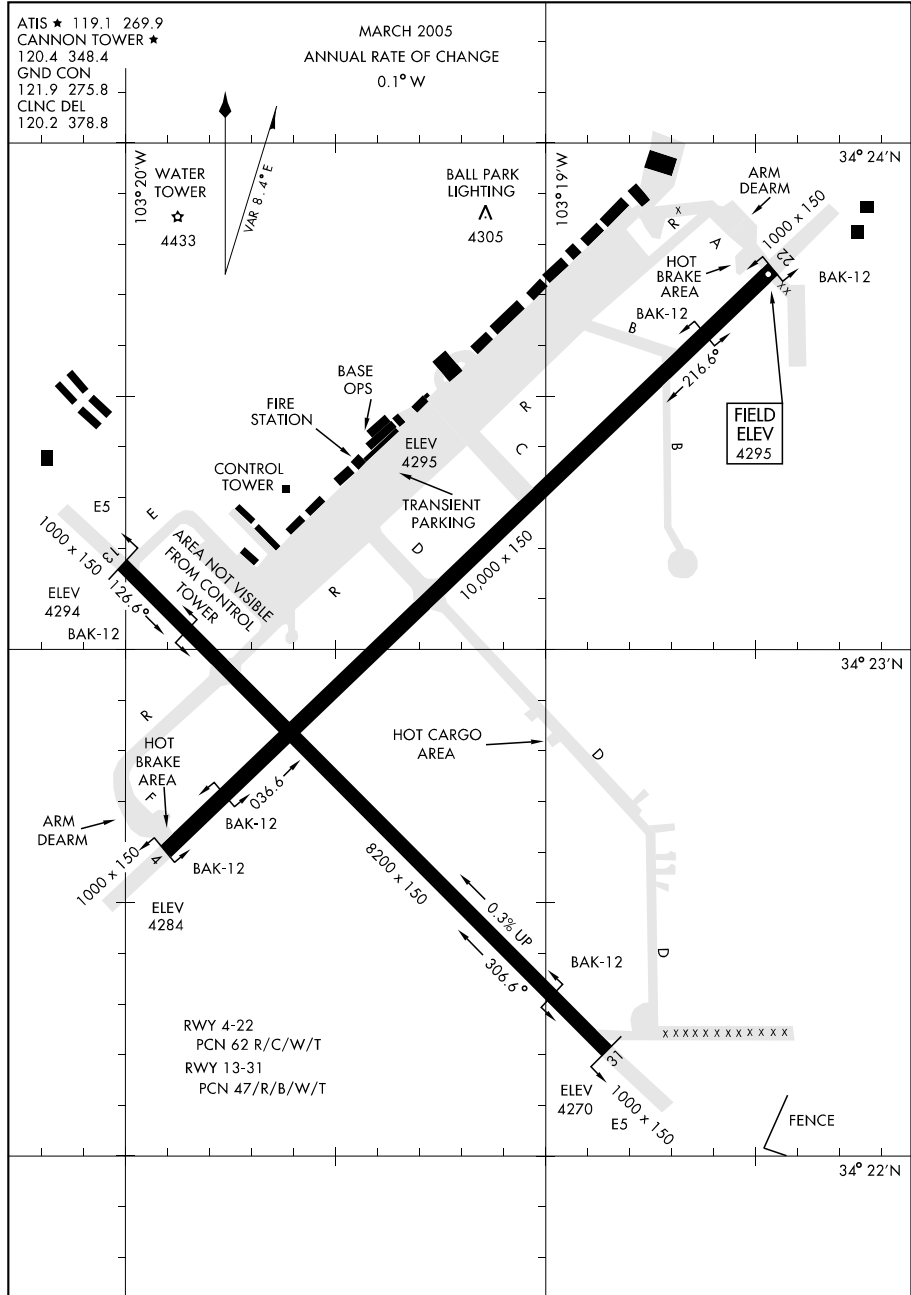
05132

## AIRPORT DIAGRAM

AFD-512 [USAF]

CANNON AFB (KCVS)

CLOVIS, NEW MEXICO

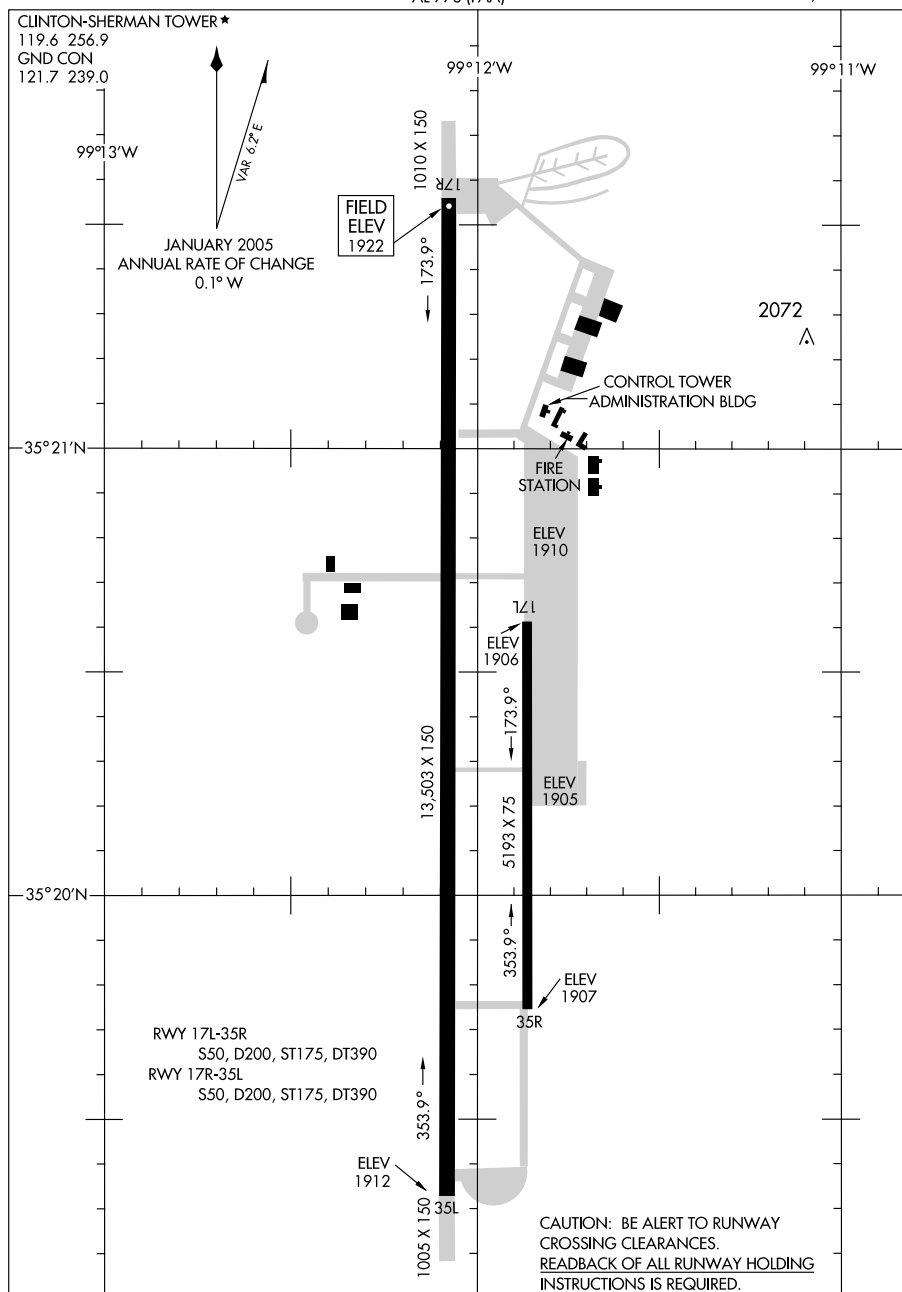


## AIRPORT DIAGRAM

CLOVIS, NEW MEXICO  
CANNON AFB (KCVS)

06215

## AIRPORT DIAGRAM

CLINTON-SHERMAN (CSM)  
CLINTON, OKLAHOMA

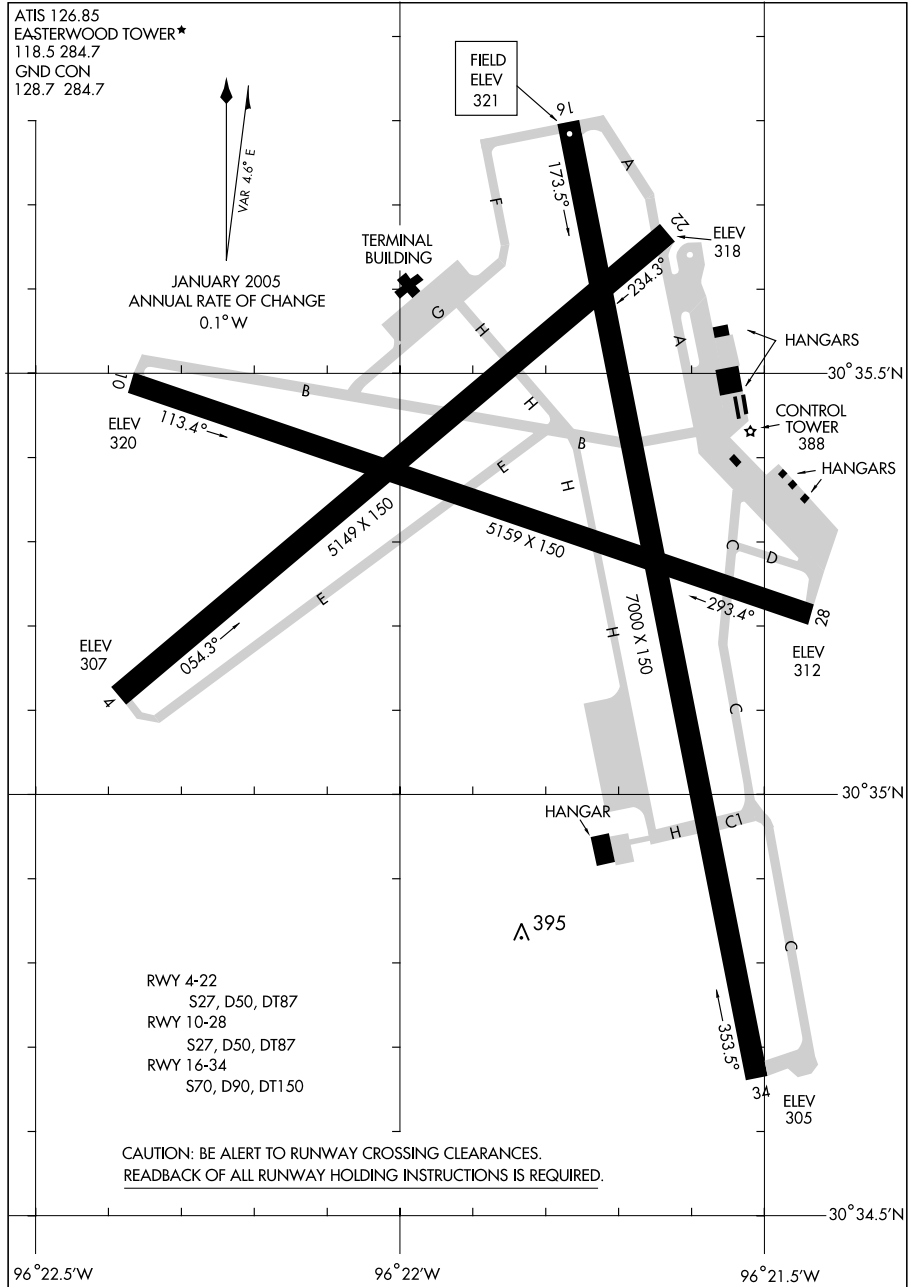
## AIRPORT DIAGRAM

06215

CLINTON, OKLAHOMA  
CLINTON-SHERMAN (CSM)

06327

## AIRPORT DIAGRAM

COLLEGE STATION/EASTERWOOD FIELD (CLL)  
AL-928 (FAA)  
COLLEGE STATION, TEXAS

## AIRPORT DIAGRAM

COLLEGE STATION, TEXAS  
COLLEGE STATION/EASTERWOOD FIELD (CLL)

06327



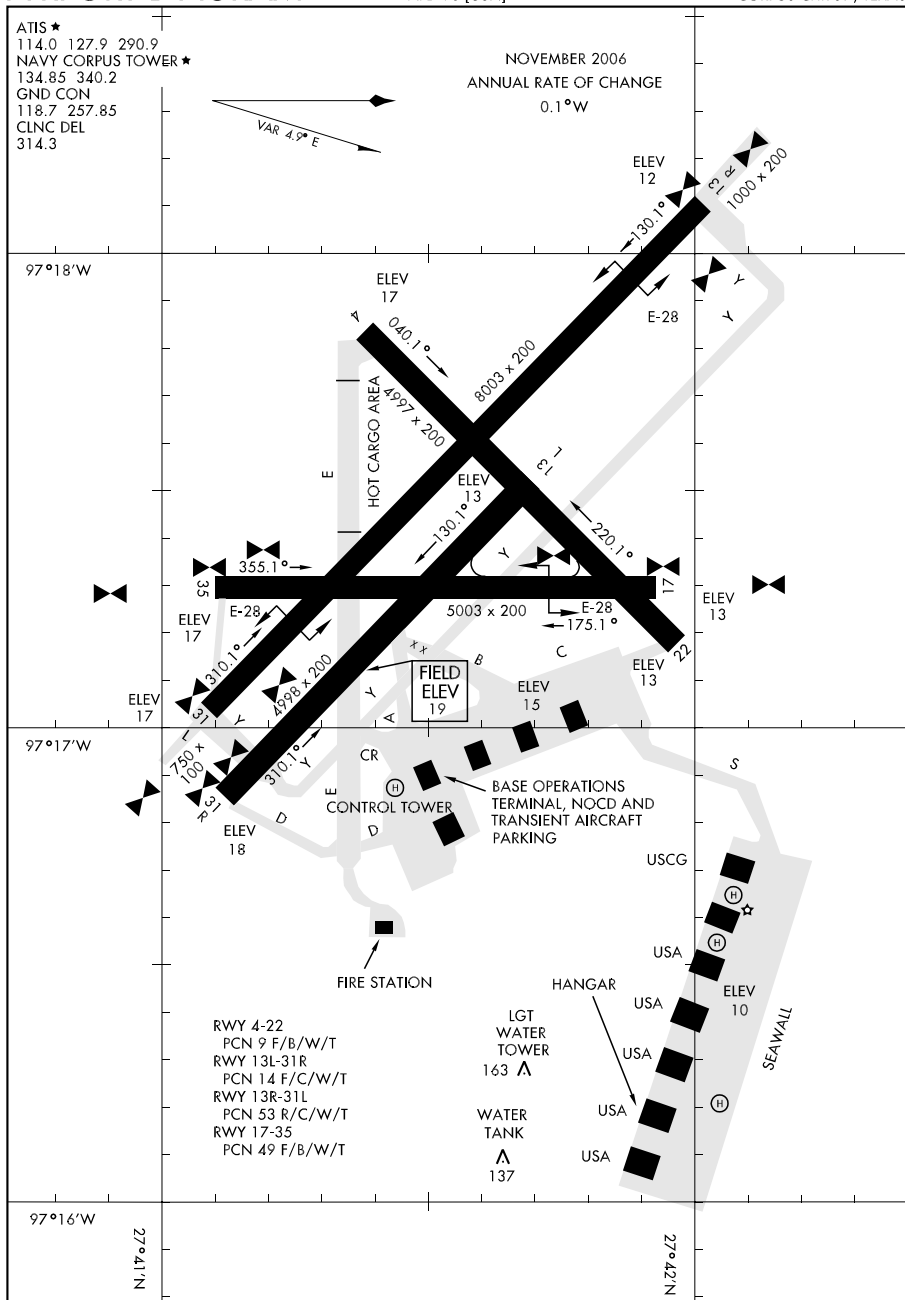
06327

## AIRPORT DIAGRAM

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

AFD-98 [USN]

CORPUS CHRISTI, TEXAS



## AIRPORT DIAGRAM

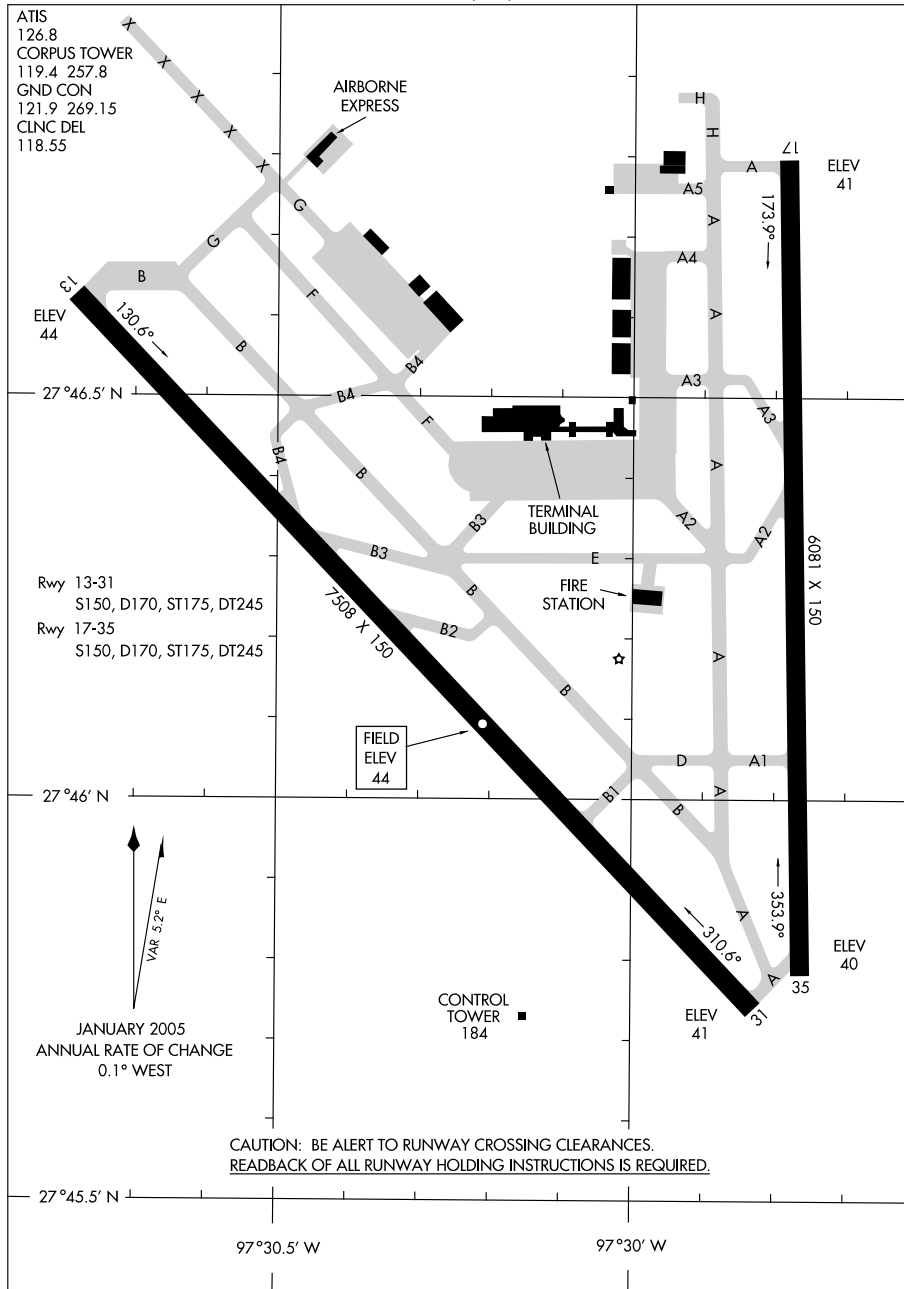
CORPUS CHRISTI, TEXAS

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

06327

## AIRPORT DIAGRAM

AL-5032 (FAA)

CORPUS CHRISTI INTL (CRP)  
CORPUS CHRISTI, TEXAS

## AIRPORT DIAGRAM

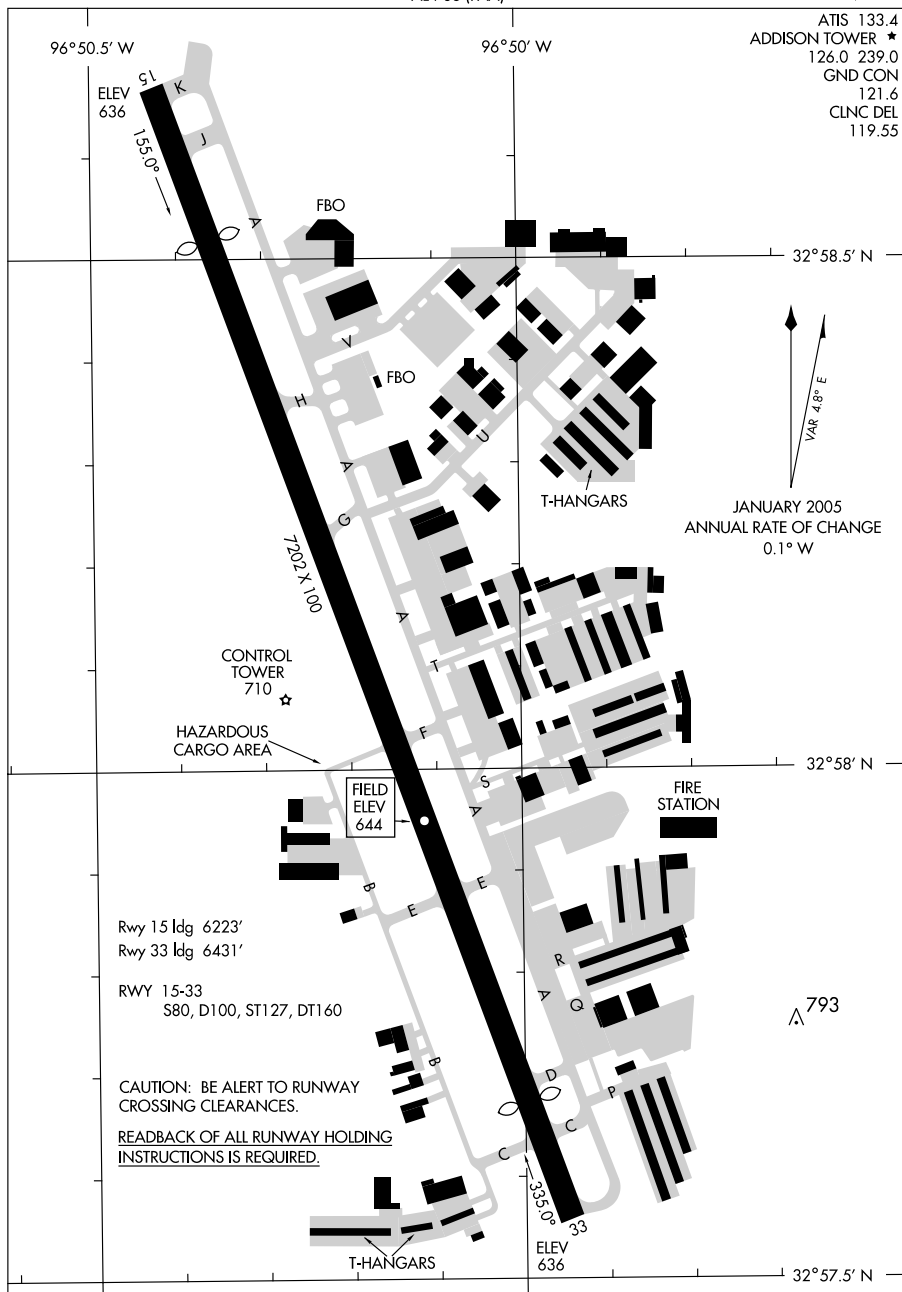
06327

CORPUS CHRISTI, TEXAS  
CORPUS CHRISTI INTL (CRP)

06327

## AIRPORT DIAGRAM

AL-768 (FAA)

DALLAS/ADDISON (ADS)  
DALLAS, TEXAS

## AIRPORT DIAGRAM

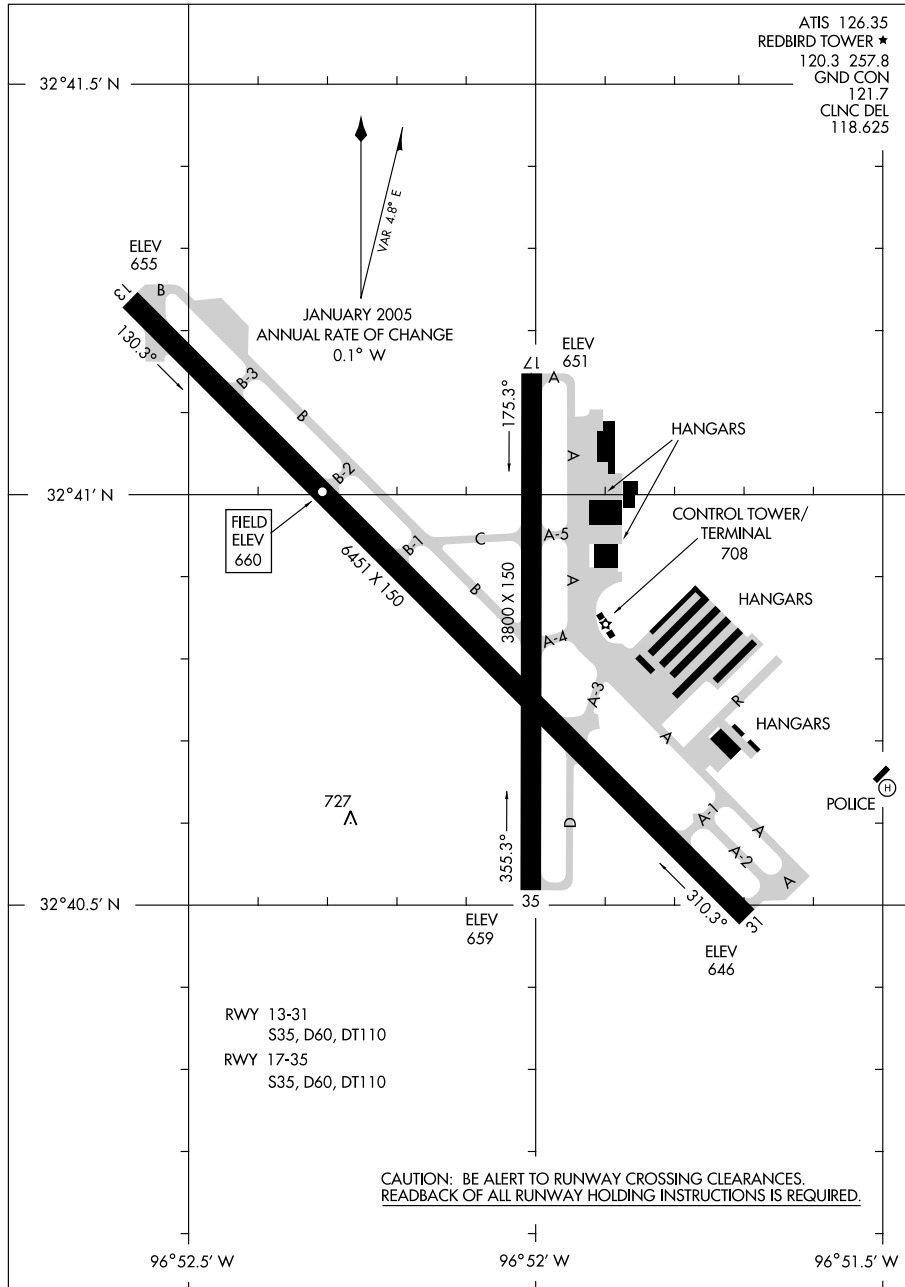
06327

DALLAS, TEXAS  
DALLAS/ADDISON (ADS)

06327

## AIRPORT DIAGRAM

AL-742 (FAA)

DALLAS EXECUTIVE (RBD)  
DALLAS, TEXAS

## AIRPORT DIAGRAM

06327

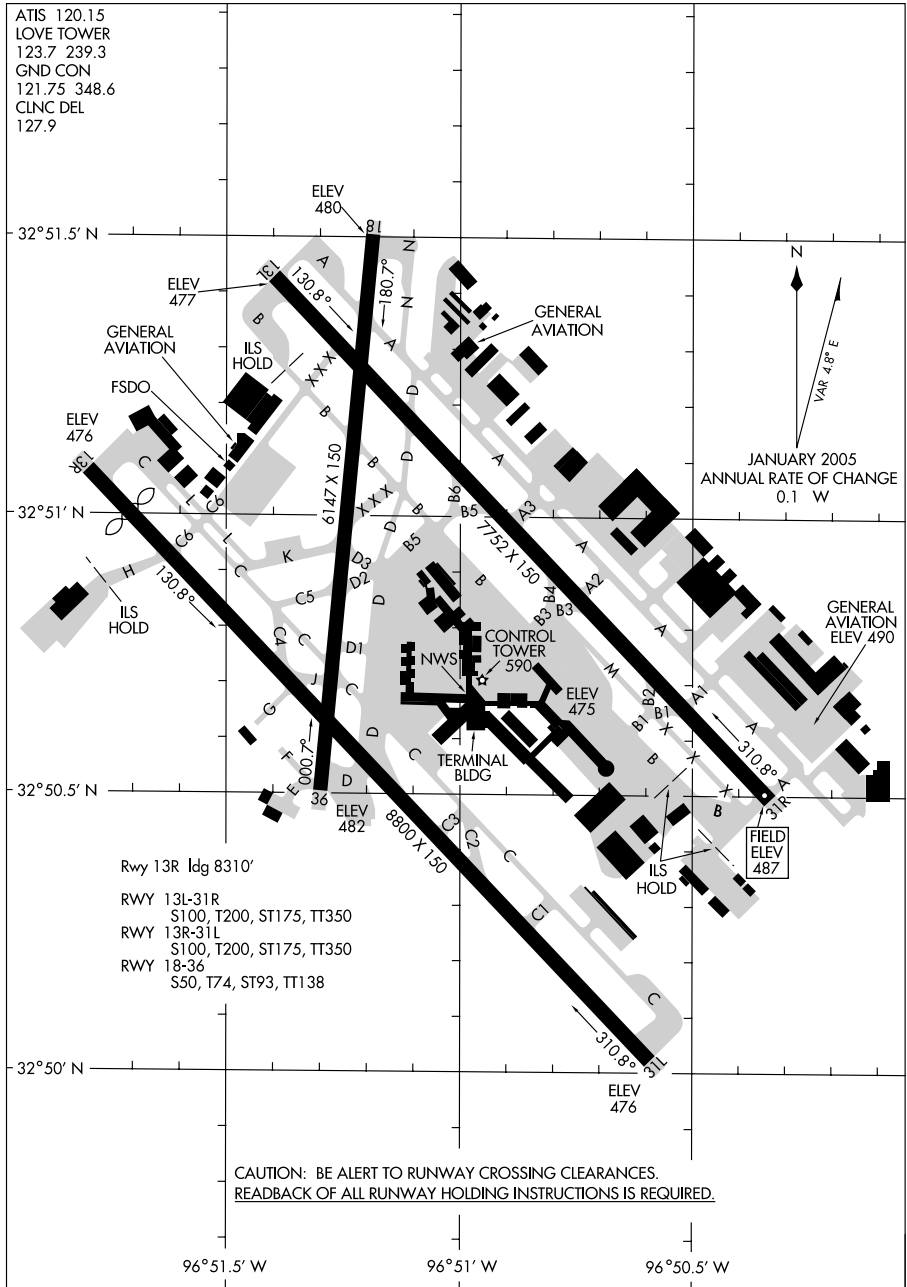
DALLAS, TEXAS  
DALLAS EXECUTIVE (RBD)

06327

# AIRPORT DIAGRAM

AL-106 (FAA)

DALLAS-LOVE FIELD (DAL)  
DALLAS, TEXAS



## AIRPORT DIAGRAM

06327

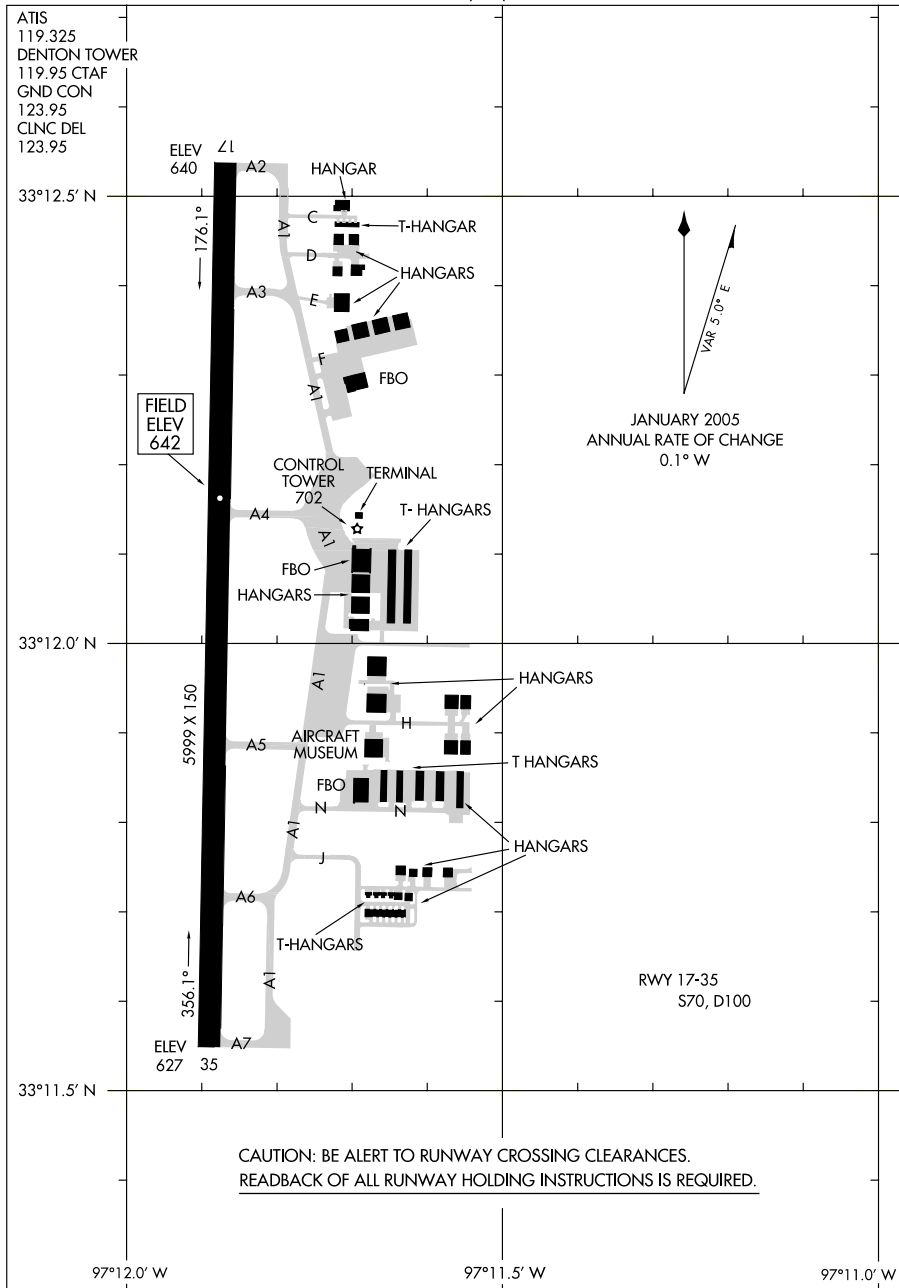
DALLAS, TEXAS  
DALLAS-LOVE FIELD (DAL)



06327

## AIRPORT DIAGRAM

AL-5866 (FAA)

DENTON MUNI (D'TO)  
DENTON, TEXAS

## AIRPORT DIAGRAM

06327

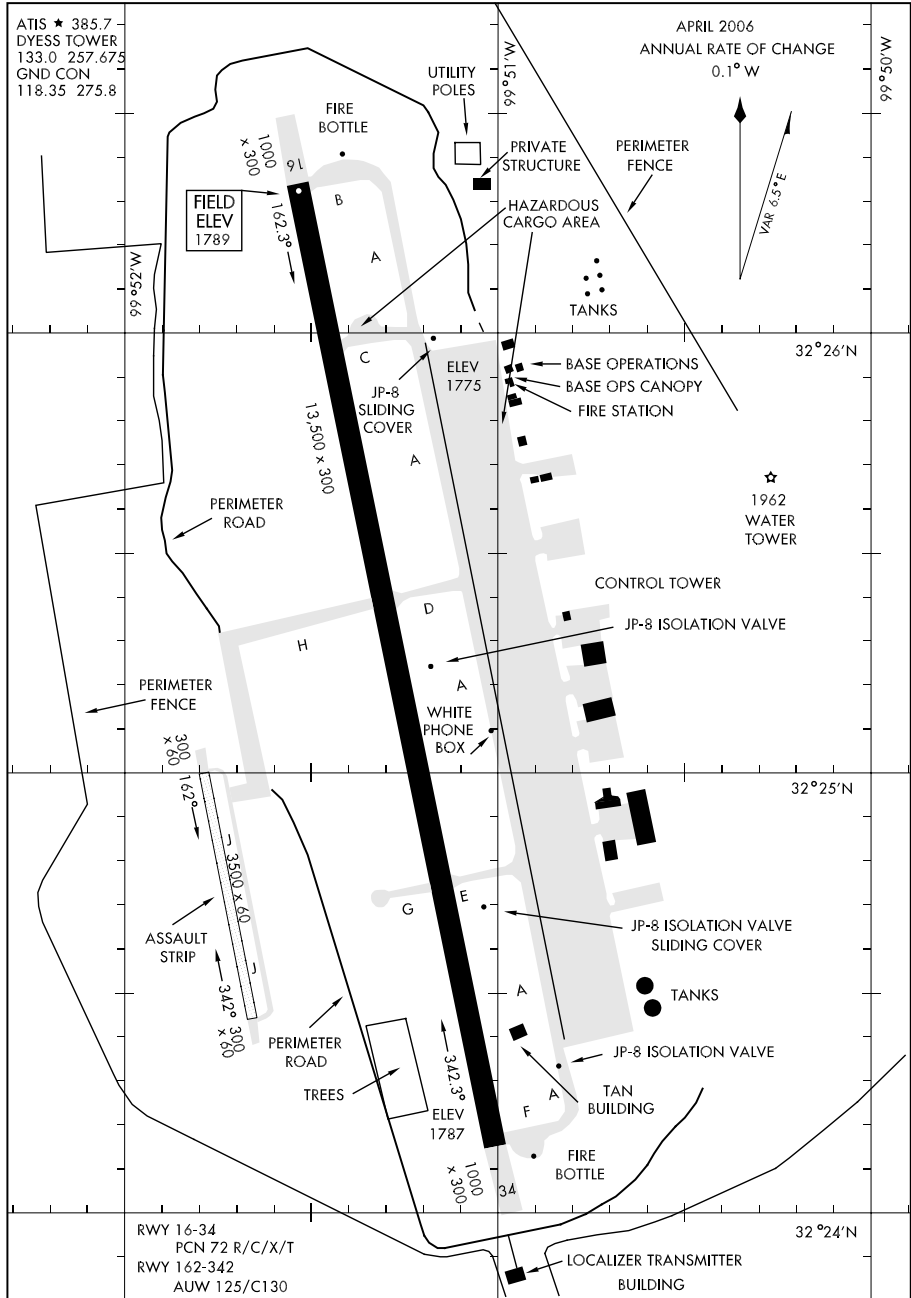
DENTON, TEXAS  
DENTON MUNI (D'TO)

06103

## AIRPORT DIAGRAM

DYESS AFB (KDYS)

ABILENE, TEXAS



ABILENE, TEXAS

DYESS AFB (KDYS)



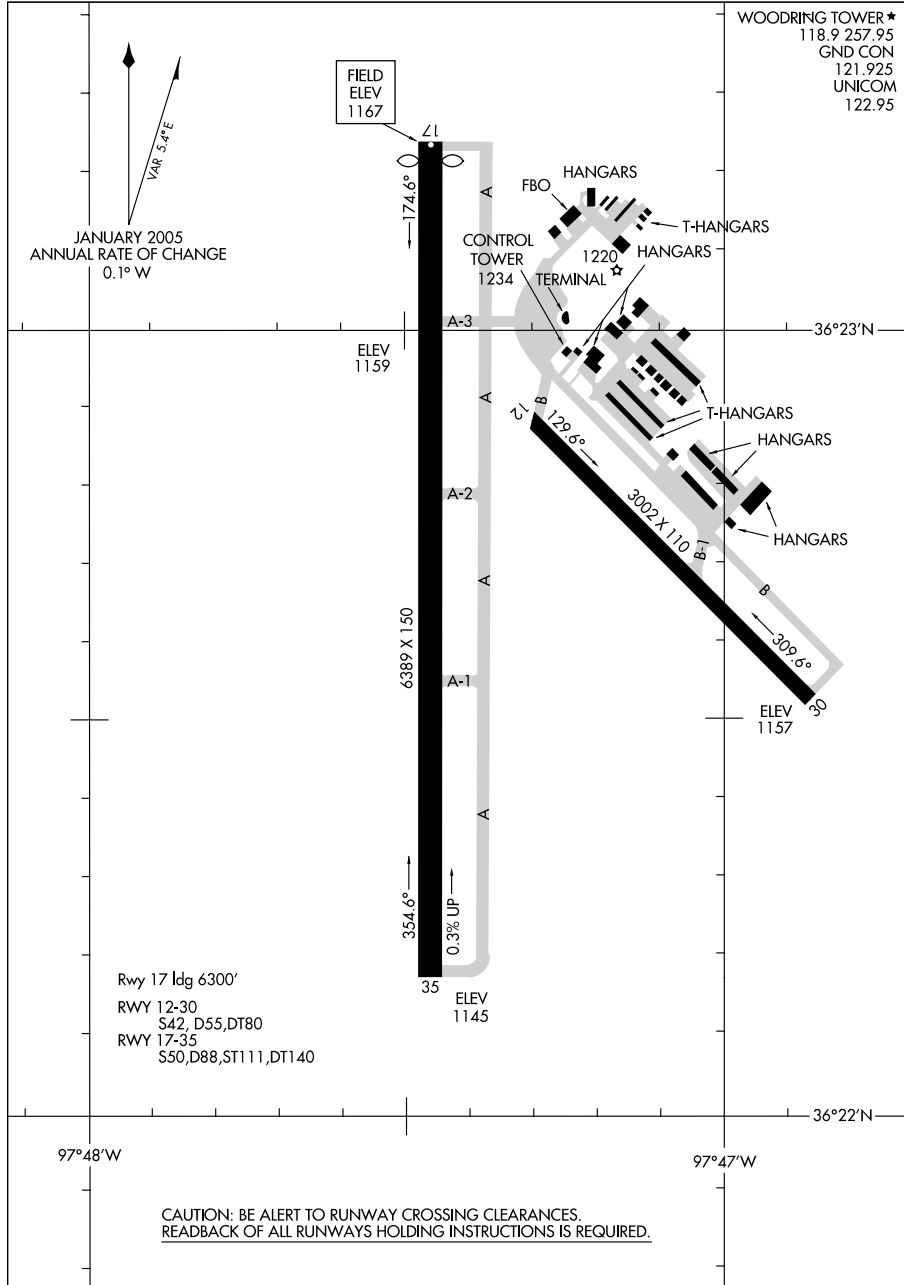


06215

# AIRPORT DIAGRAM

AL-136 (FAA)

ENID WOODRING REGIONAL (WDG)  
ENID, OKLAHOMA



# AIRPORT DIAGRAM

06215

ENID, OKLAHOMA  
ENID WOODRING REGIONAL (WDG)

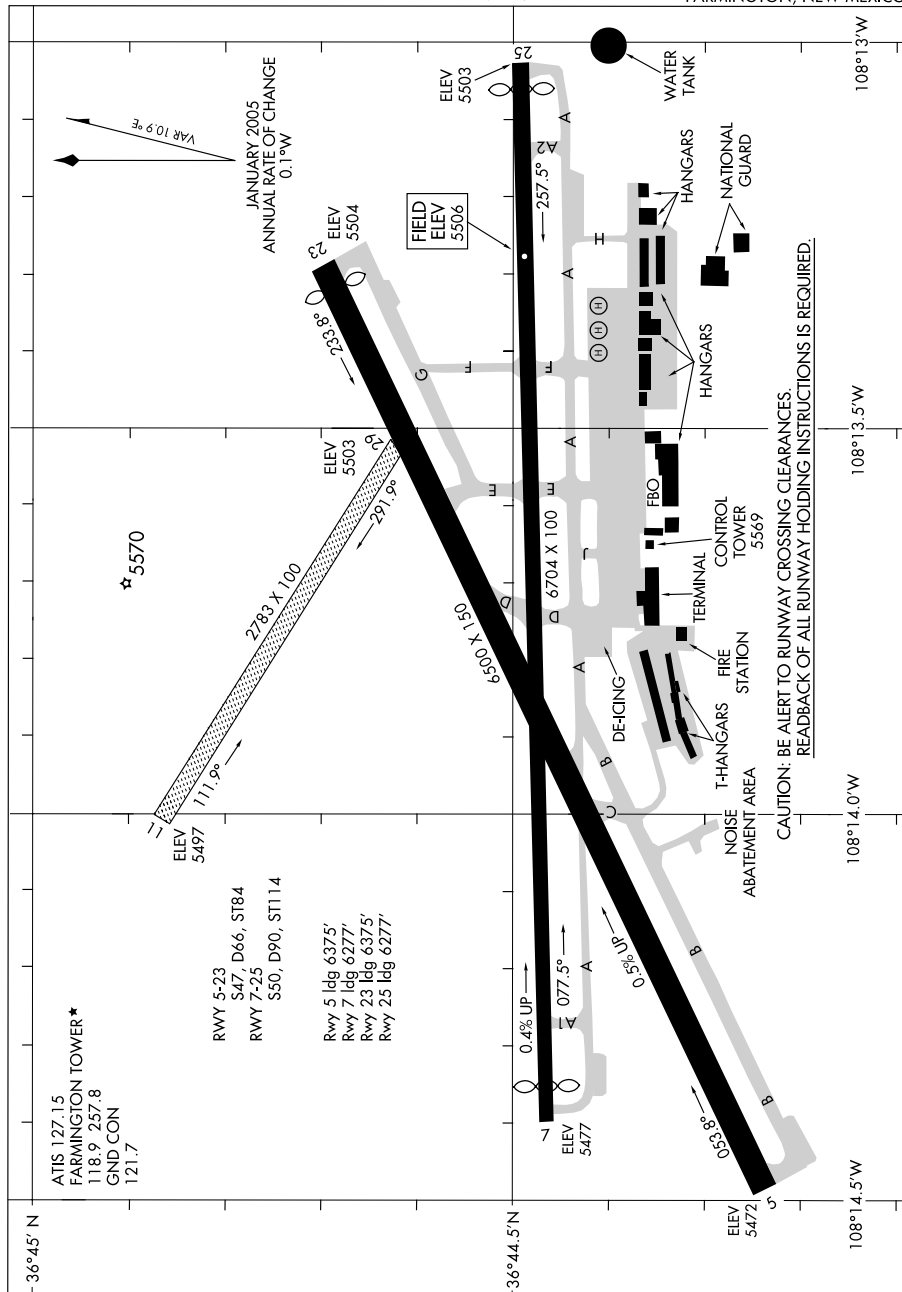
06271

## AIRPORT DIAGRAM

FARMINGTON/FOUR CORNERS REGIONAL (F'MN)

AL-493 (FAA)

FARMINGTON, NEW MEXICO



## AIRPORT DIAGRAM

06271

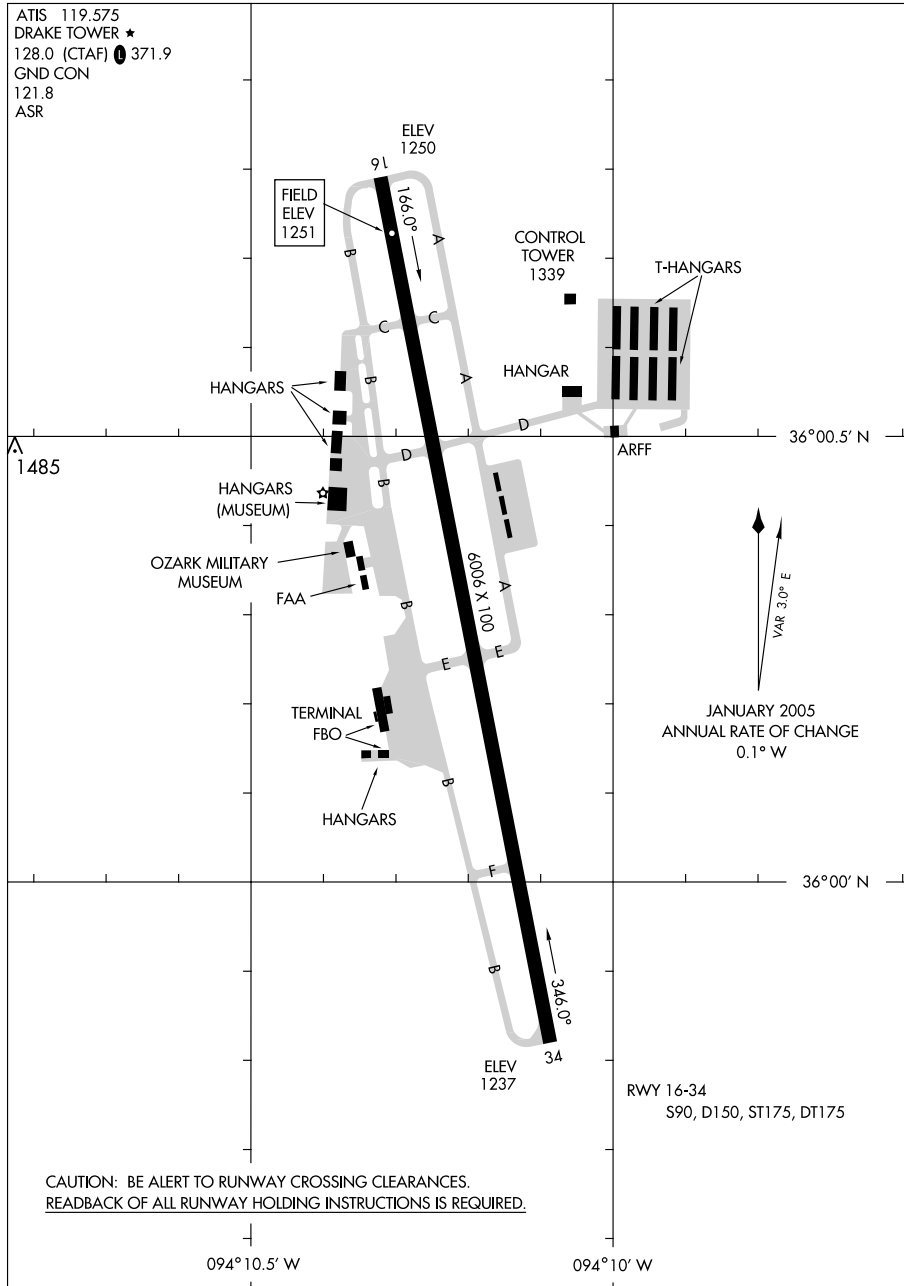
FARMINGTON, NEW MEXICO  
FARMINGTON/FOUR CORNERS REGIONAL (F'MN)

06215

# AIRPORT DIAGRAM

AL-728 (FAA)

FAYETTEVILLE/ DRAKE FIELD (FYV)  
FAYETTEVILLE, ARKANSAS



# AIRPORT DIAGRAM

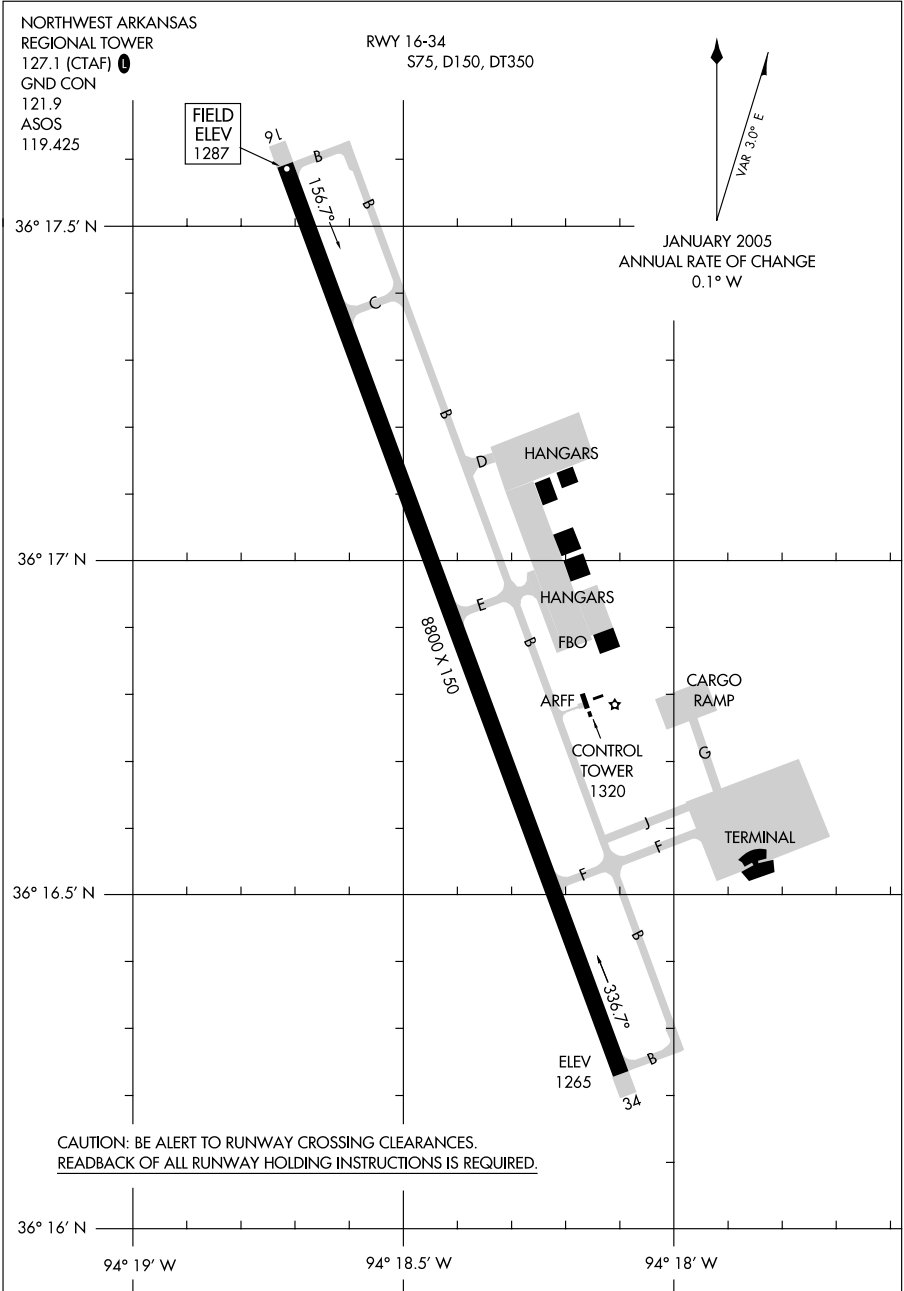
06215

FAYETTEVILLE, ARKANSAS  
FAYETTEVILLE/ DRAKE FIELD (FYV)

06215

AIRPORT DIAGRAM

FAYETTEVILLE/ NORTHWEST ARKANSAS REGIONAL (XNA)  
AL-9274 (FAA)      FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS



AIRPORT DIAGRAM

06215

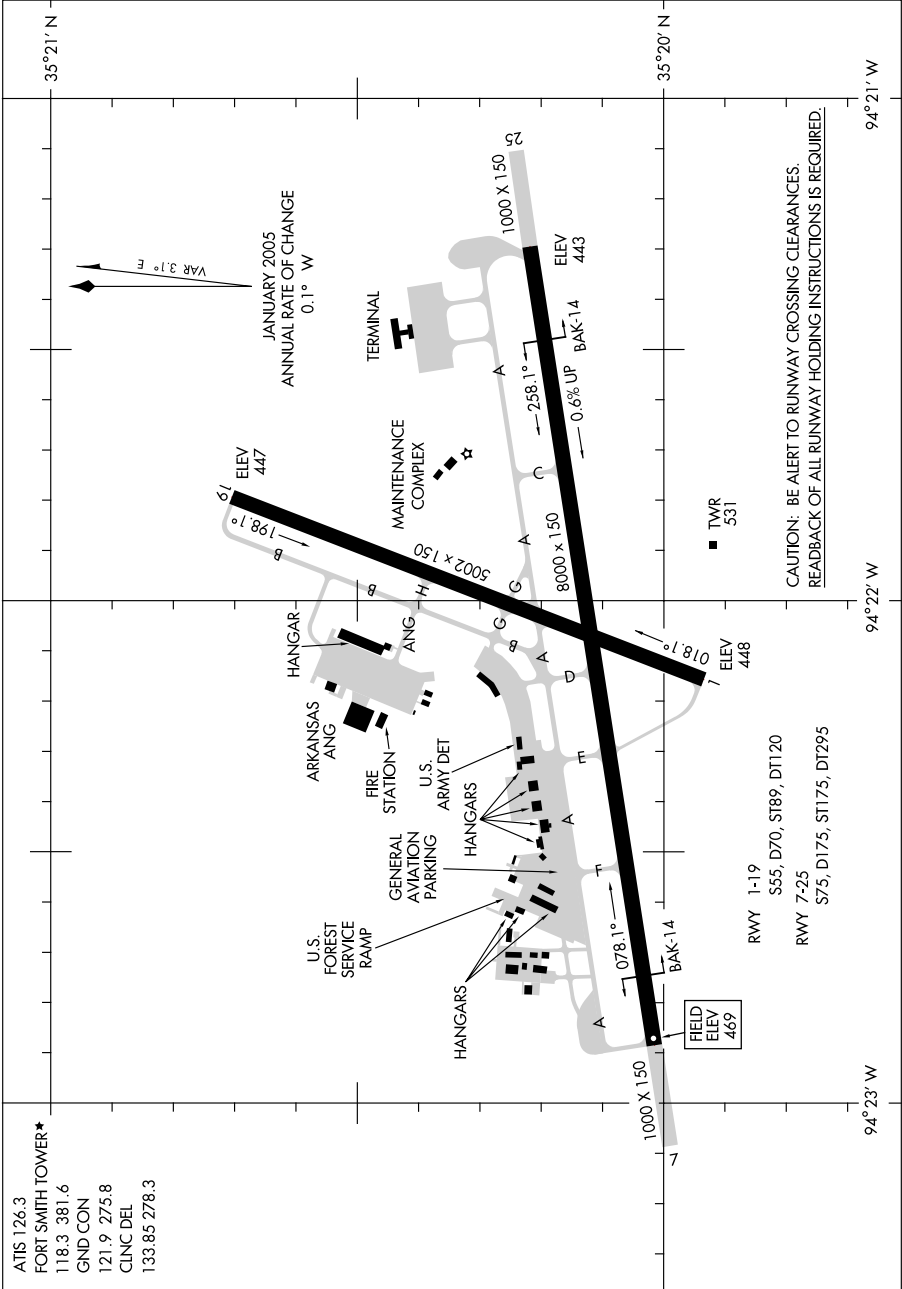
FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS  
FAYETTEVILLE/ NORTHWEST ARKANSAS REGIONAL (XNA)

06215

AIRPORT DIAGRAM

AL-631 (FAA)

FORT SMITH REGIONAL (FSM)  
FORT SMITH, ARKANSAS



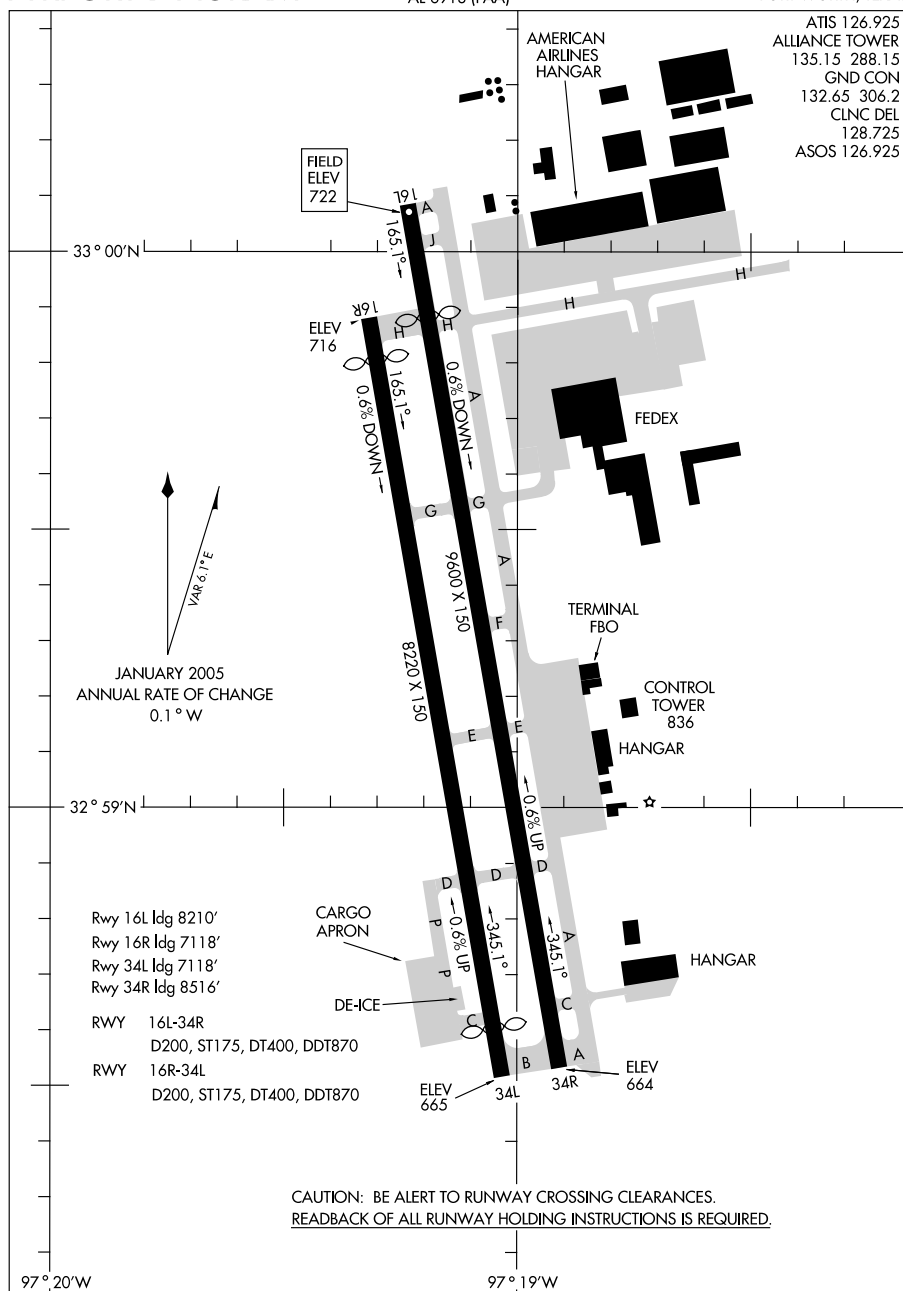
AIRPORT DIAGRAM

06215

FORT SMITH, ARKANSAS  
FORT SMITH REGIONAL (FSM)

06327

## AIRPORT DIAGRAM

FORT WORTH ALLIANCE (A.F.W.)  
FORT WORTH, TEXAS

## AIRPORT DIAGRAM

06327

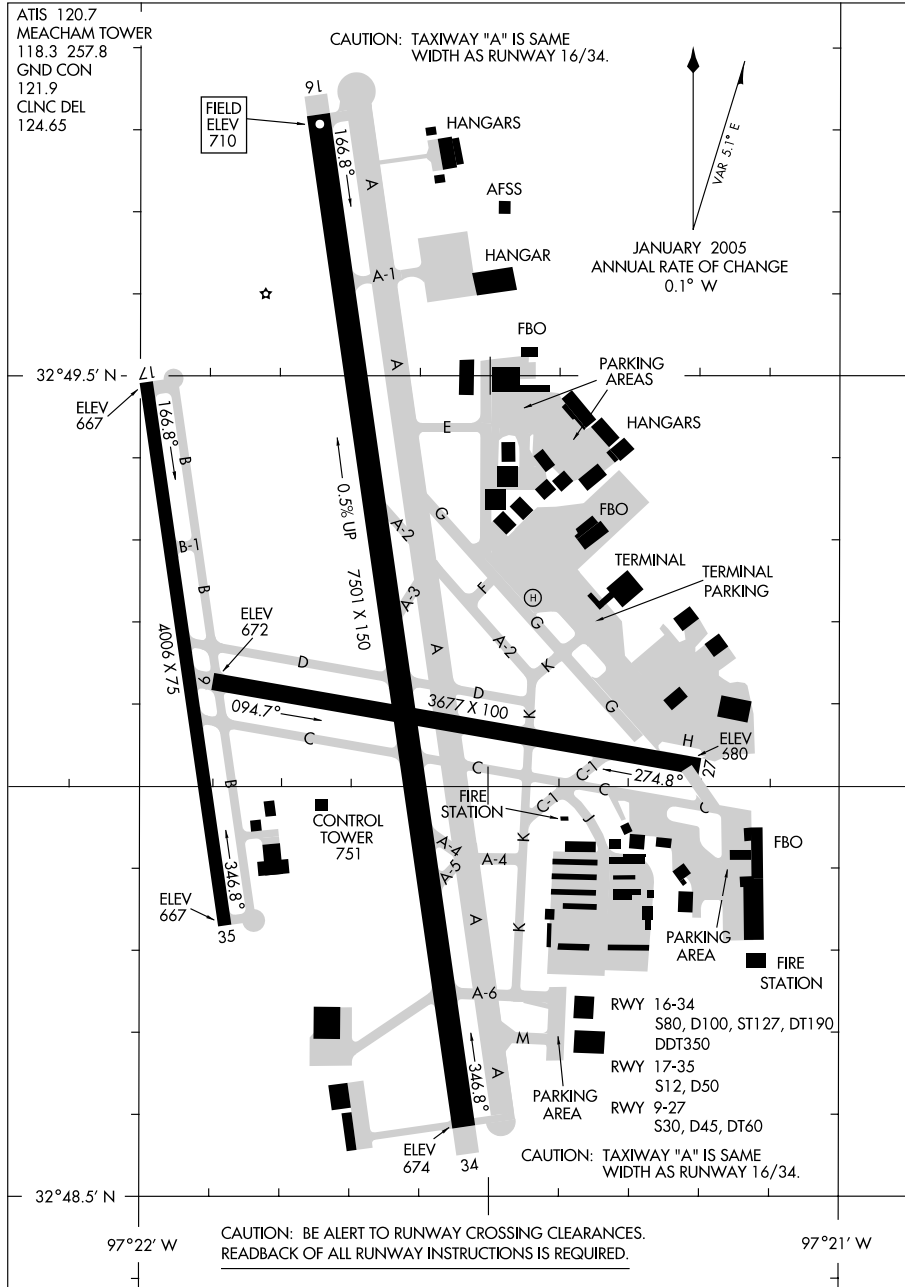
FORT WORTH, TEXAS  
FORT WORTH ALLIANCE (A.F.W.)

06327

# AIRPORT DIAGRAM

AL-159 (FAA)

FORT WORTH MEACHAM INTL (F'TW)  
FORT WORTH, TEXAS



# AIRPORT DIAGRAM

06327

FORT WORTH, TEXAS  
FORT WORTH MEACHAM INTL (F'TW)



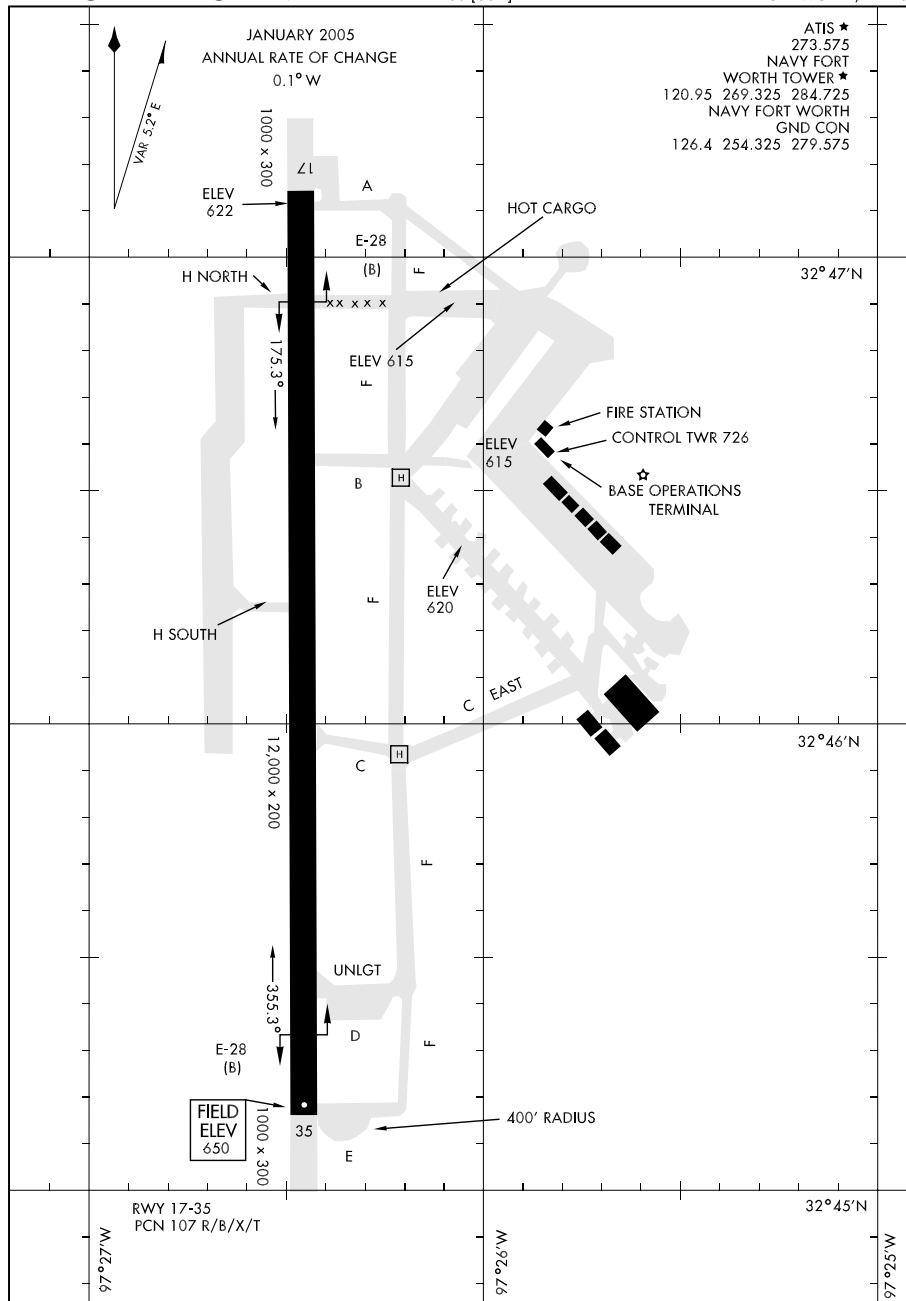
06103

FORT WORTH NAS JRB (CARSWELL FLD) (NFW)

## AIRPORT DIAGRAM

AFD-160 [USN]

FORT WORTH, TEXAS



## AIRPORT DIAGRAM

FORT WORTH, TEXAS

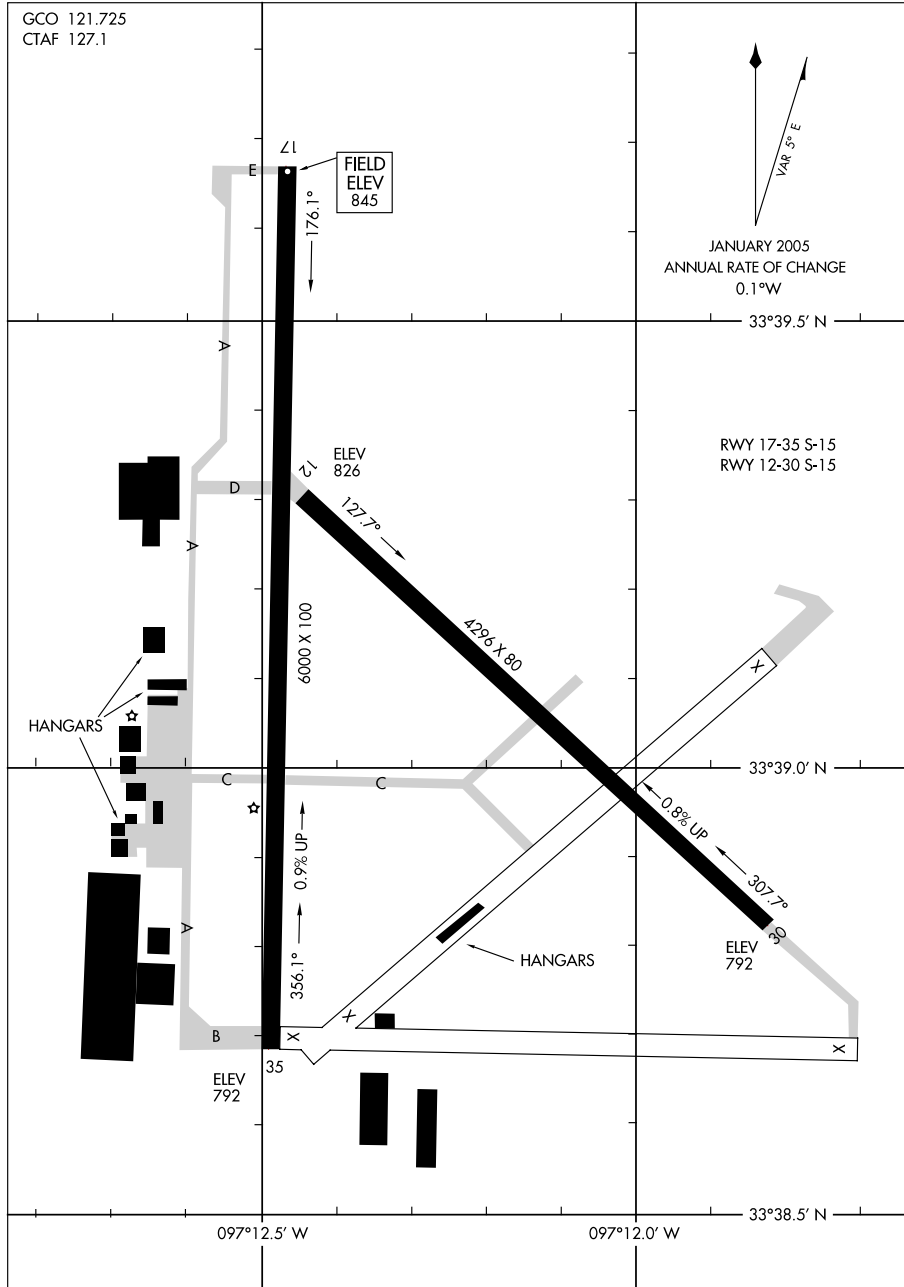
FORT WORTH NAS JRB (CARSWELL FLD) (NFW)

06327

# AIRPORT DIAGRAM

AL-6113 (FAA)

GAINESVILLE MUNI (GLE)  
GAINESVILLE, TEXAS



# AIRPORT DIAGRAM

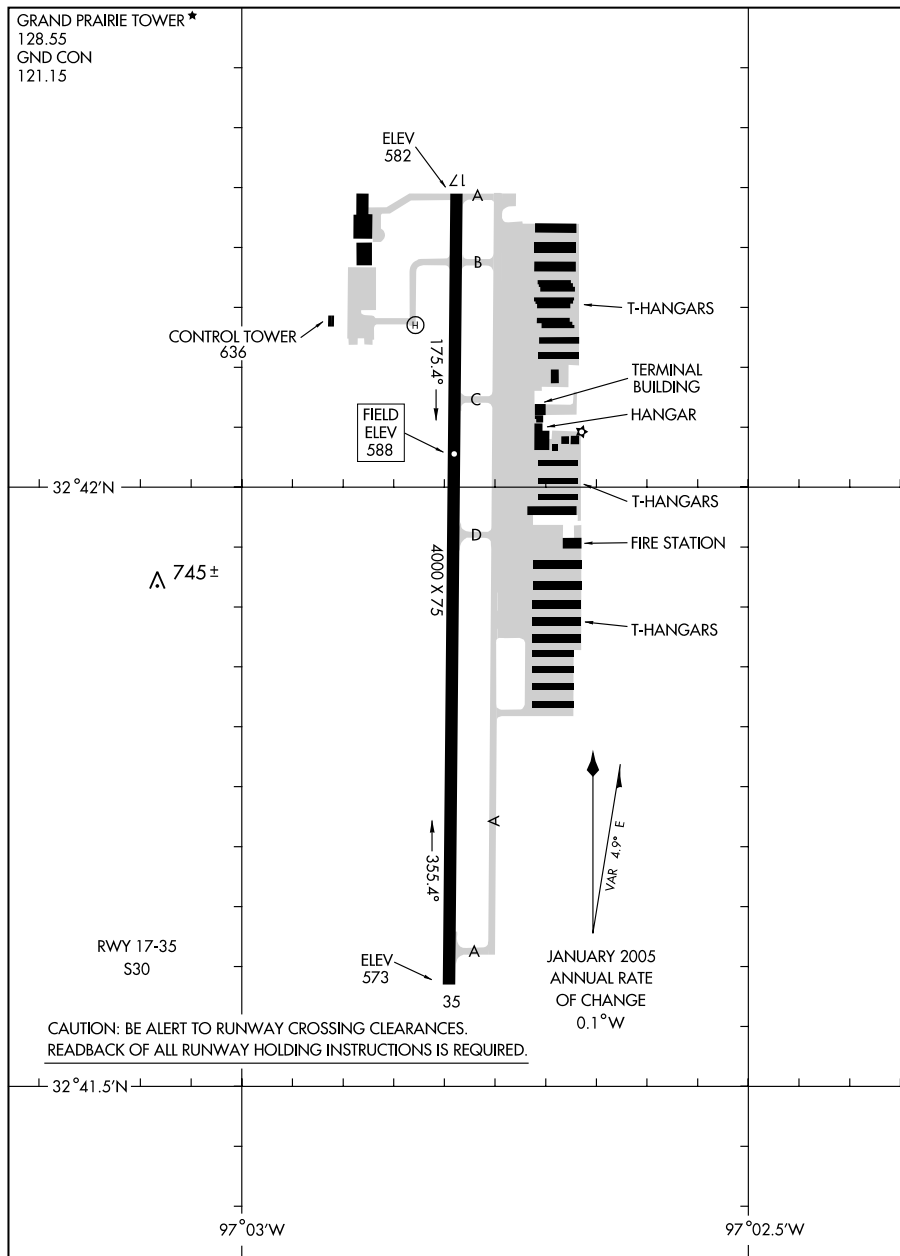
06327

GAINESVILLE, TEXAS  
GAINESVILLE MUNI (GLE)

06327

## AIRPORT DIAGRAM

GRAND PRAIRIE / GRAND PRAIRIE MUNI (GPM)  
AL-9209 (FAA) GRAND PRAIRIE, TEXAS



## AIRPORT DIAGRAM

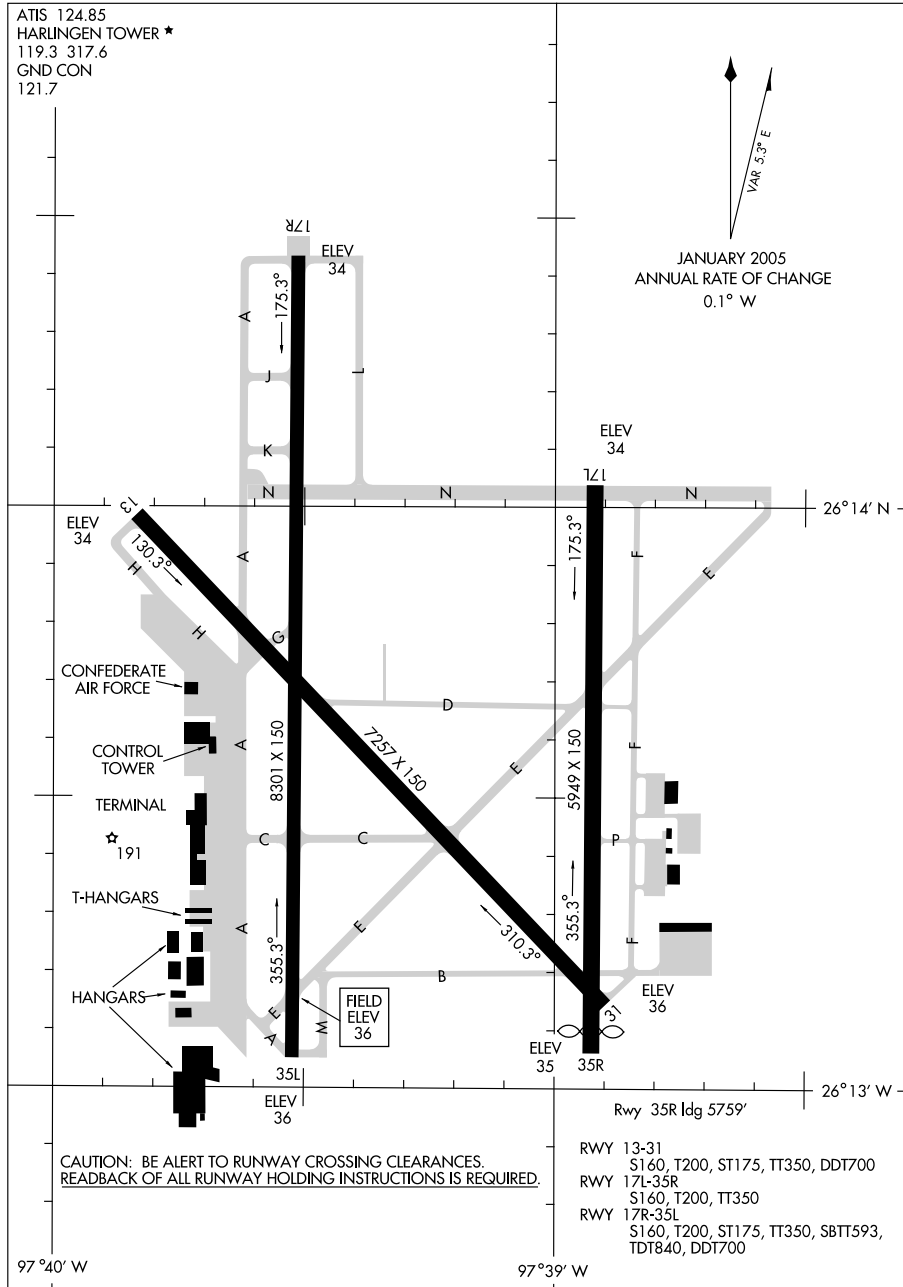
06327

GRAND PRAIRIE, TEXAS  
GRAND PRAIRIE MUNI (GPM)

06327

## AIRPORT DIAGRAM

AL-827 (FAA)

HARLINGEN/VALLEY INTL (HRL)  
HARLINGEN, TEXAS

## AIRPORT DIAGRAM

06327

HARLINGEN, TEXAS  
HARLINGEN/VALLEY INTL (HRL)

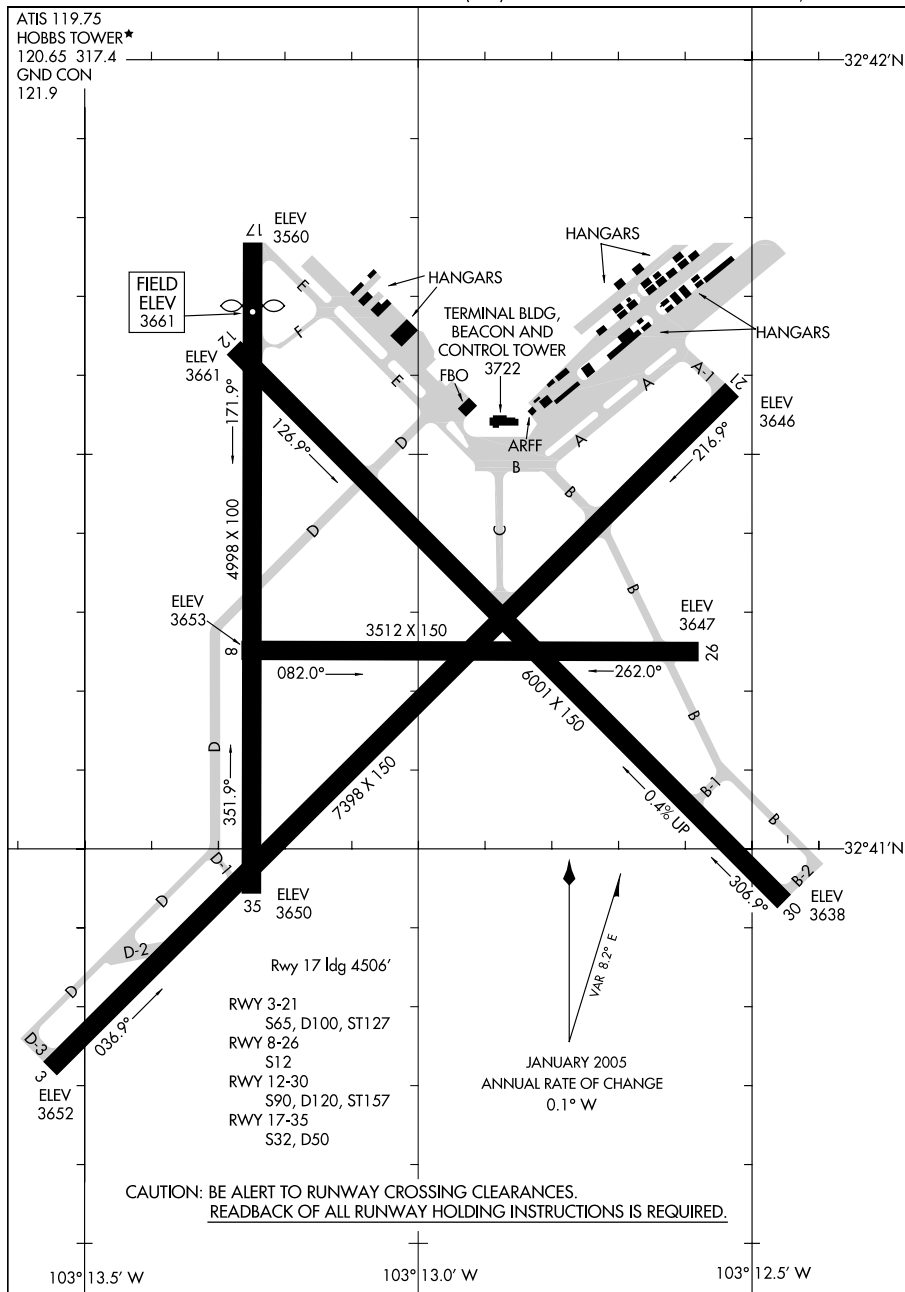
06271

## AIRPORT DIAGRAM

AL-851 (FAA)

HOBBS/LEA COUNTY RGNL (HOB)

HOBBS, NEW MEXICO



## AIRPORT DIAGRAM

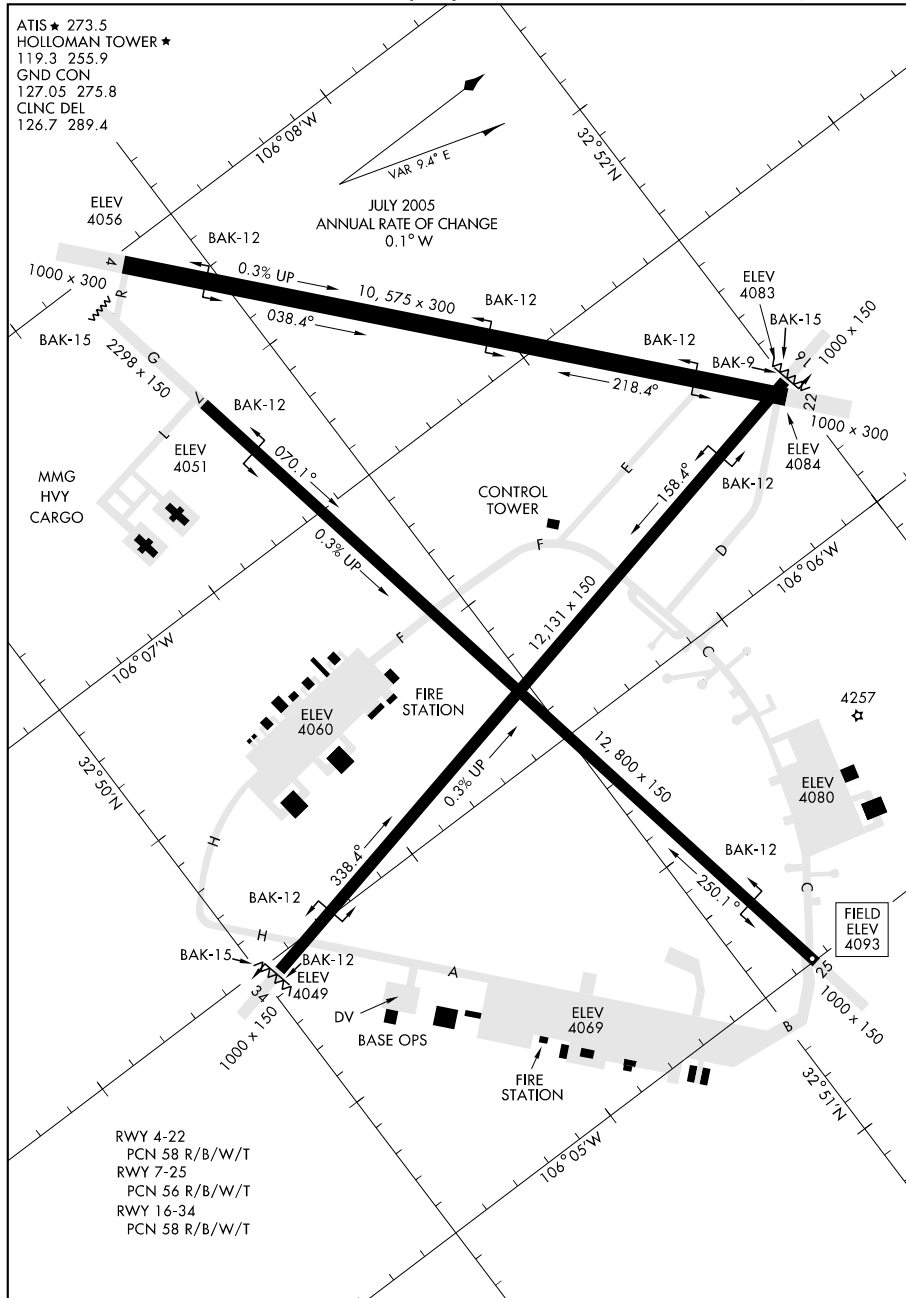
06271

HOBBS, NEW MEXICO  
HOBBS/LEA COUNTY RGNL (HOB)

05188

 HOLLOMAN AFB (KHMN)  
 ALAMOGORDO, NEW MEXICO

## AIRPORT DIAGRAM



## AIRPORT DIAGRAM

06327

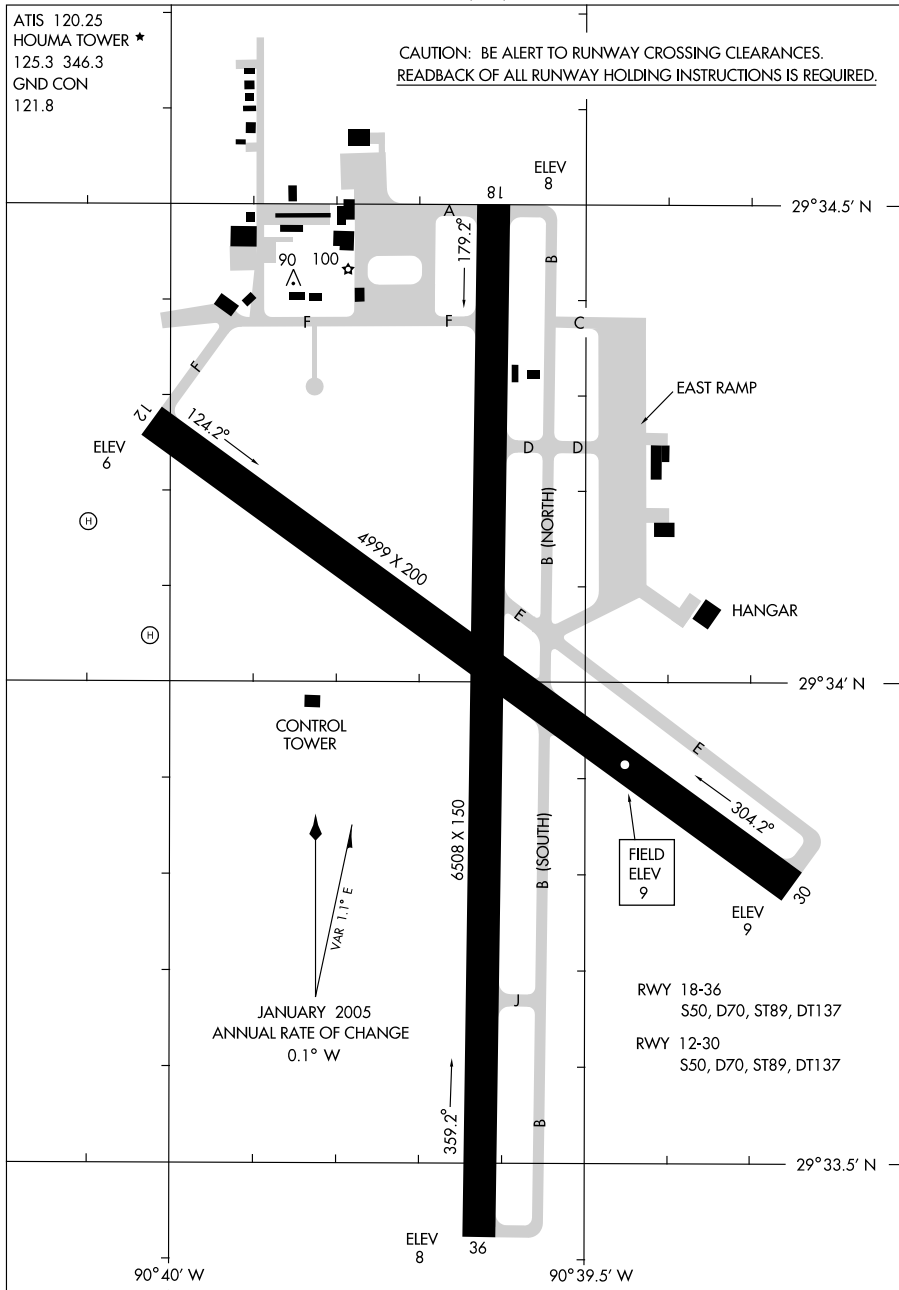
## AIRPORT DIAGRAM

AL-5037 (FAA)

HOUMA-TERREBONNE (HUM)  
HOUMA, LOUISIANA

ATIS 120.25  
HOUMA TOWER ★  
125.3 346.3  
GND CON  
121.8

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



## AIRPORT DIAGRAM

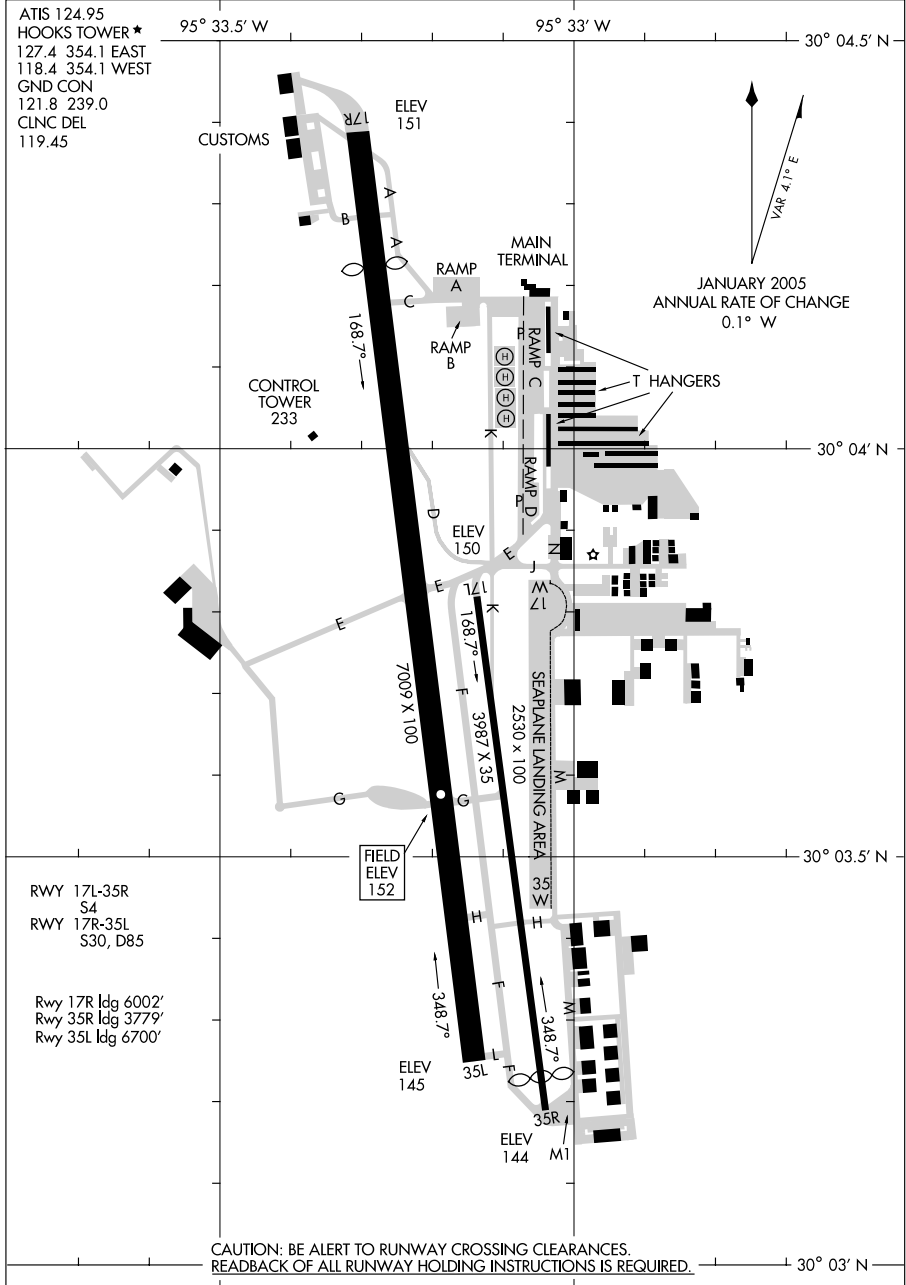
06327

HOUMA, LOUISIANA  
HOUMA-TERREBONNE (HUM)

06327

# AIRPORT DIAGRAM

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)  
AL-5457 (FAA)  
HOUSTON, TEXAS



# AIRPORT DIAGRAM

HOUSTON, TEXAS  
HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

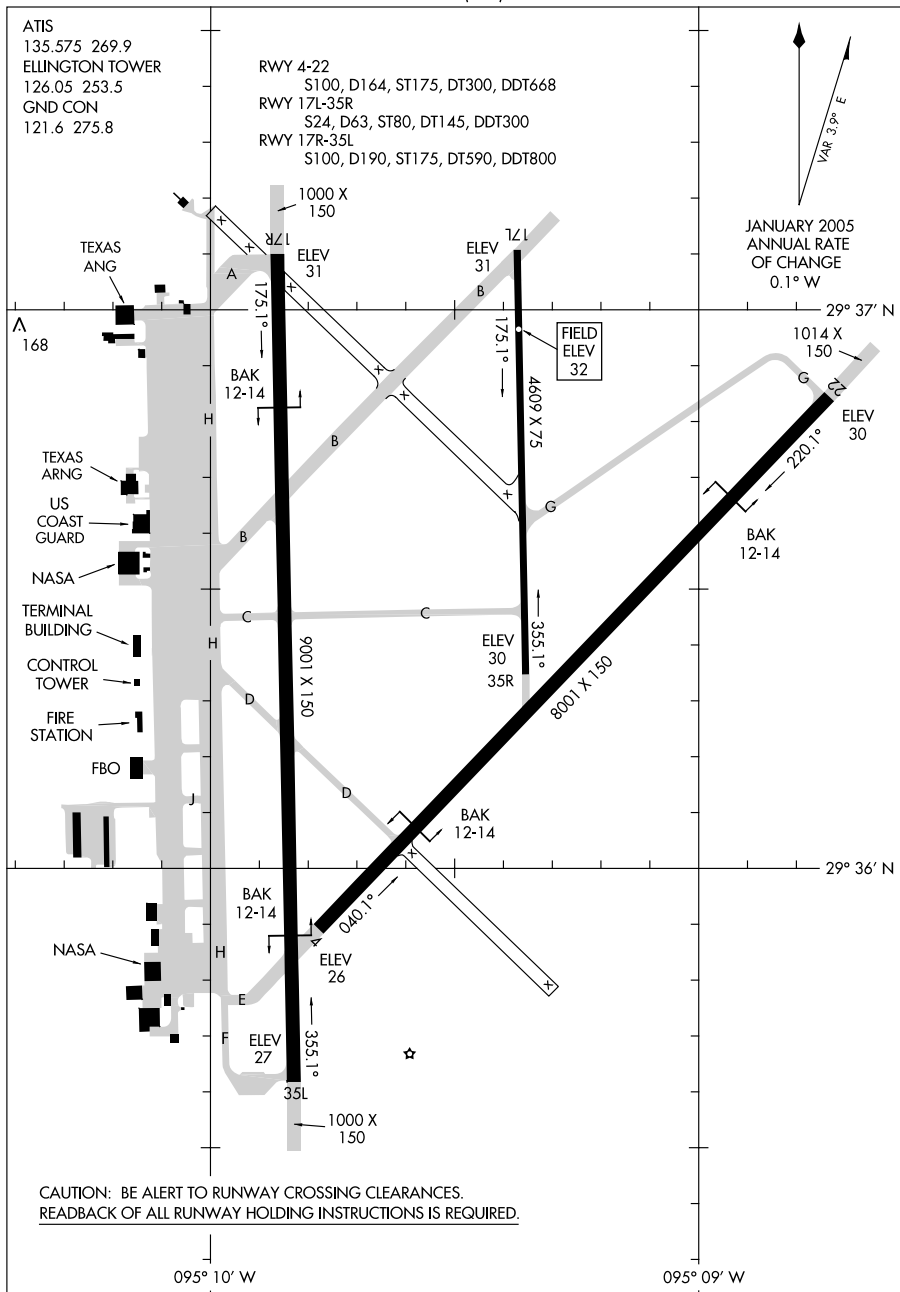
06327



06327

## AIRPORT DIAGRAM

AL-197 (FAA)

HOUSTON/ ELLINGTON FIELD (EFD)  
HOUSTON, TEXAS

## AIRPORT DIAGRAM

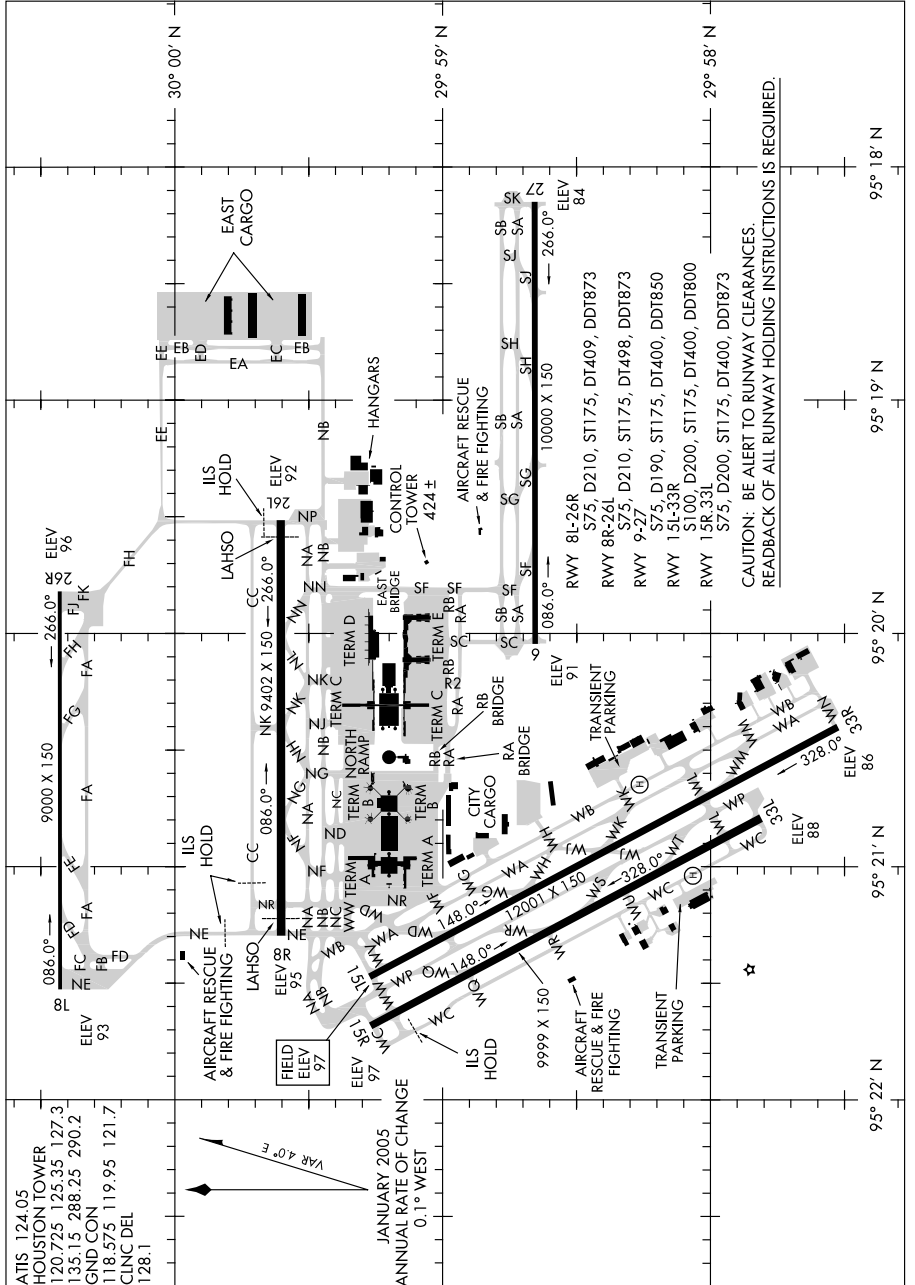
06327

HOUSTON, TEXAS  
HOUSTON/ ELLINGTON FIELD (EFD)

06327

# AIRPORT DIAGRAM

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)  
AL-5461 (FAA) HOUSTON, TEXAS



# AIRPORT DIAGRAM

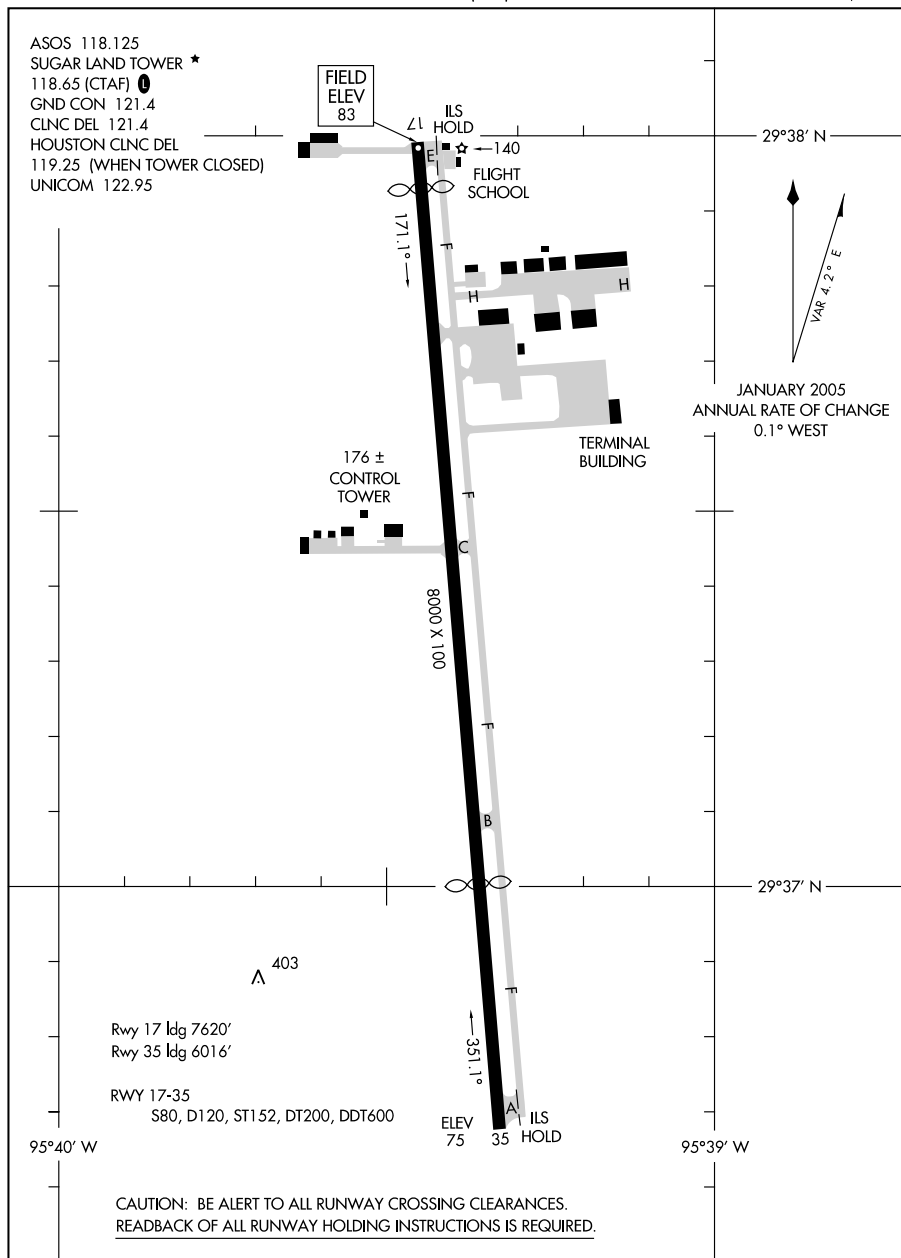
HOUSTON, TEXAS  
HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

06327

06327

## AIRPORT DIAGRAM

AL-5537 (FAA)

HOUSTON/SUGAR LAND REGIONAL (SGR)  
HOUSTON, TEXAS

## AIRPORT DIAGRAM

06327

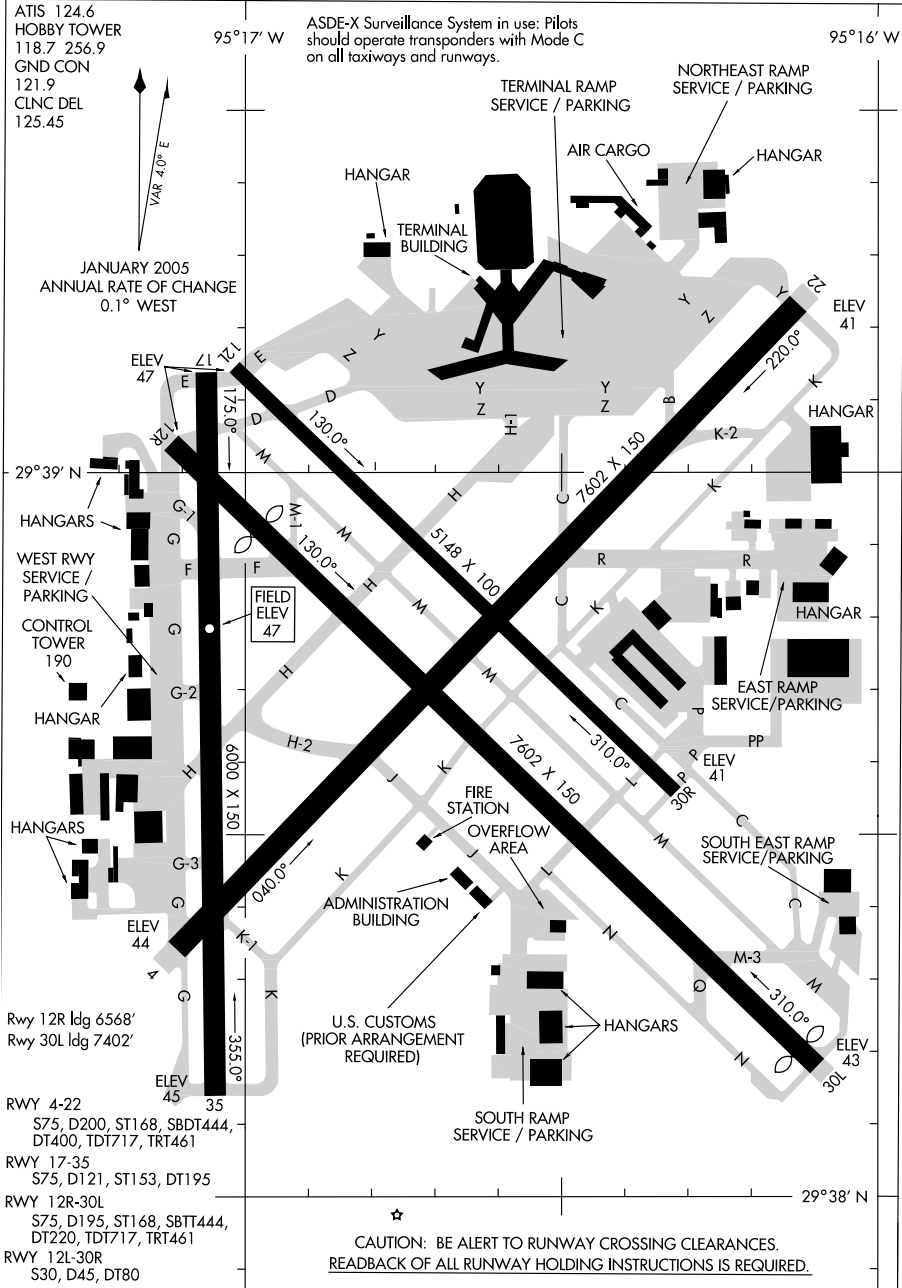
HOUSTON, TEXAS  
HOUSTON/SUGAR LAND REGIONAL (SGR)

06327

# AIRPORT DIAGRAM

AL-198 (FAA)

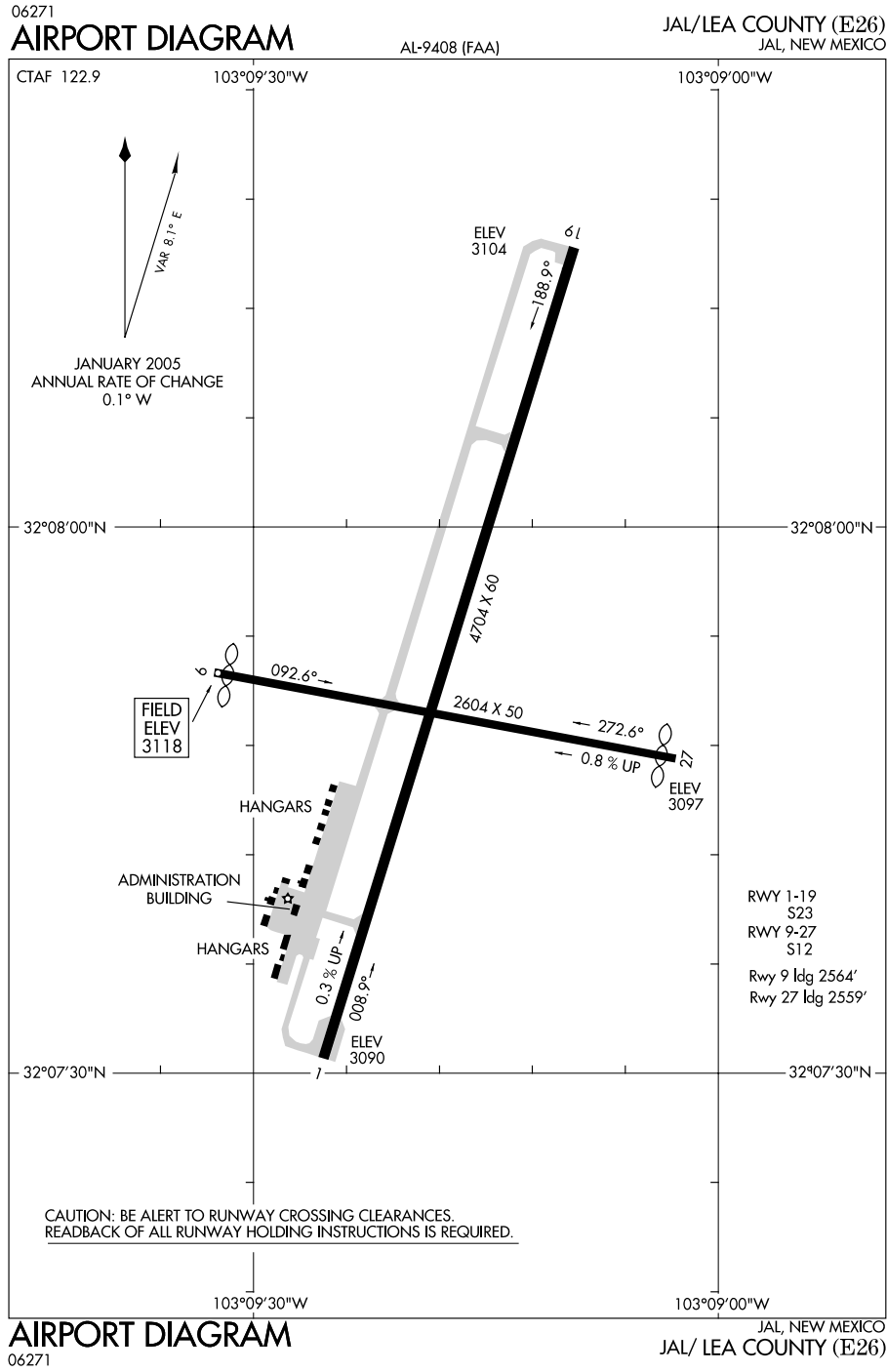
HOUSTON/ WILLIAM P. HOBBY (HOU)  
HOUSTON, TEXAS



# AIRPORT DIAGRAM

06327

HOUSTON, TEXAS  
HOUSTON/ WILLIAM P. HOBBY (HOU)



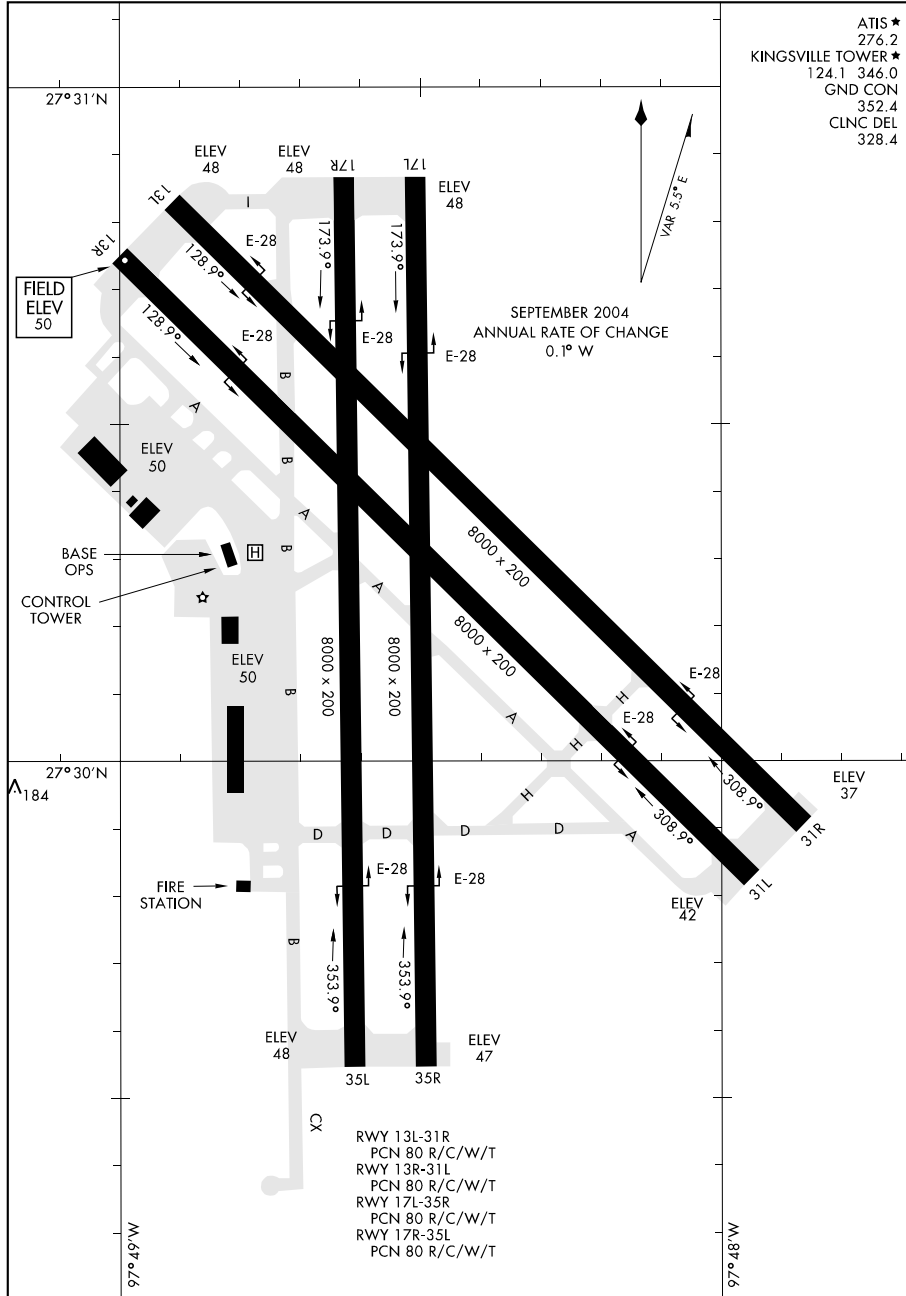
04246

## AIRPORT DIAGRAM

AFD-918 [USN]

KINGSVILLE NAS (KNQI)

KINGSVILLE, TEXAS



## AIRPORT DIAGRAM

WGS-84 DATUM

KINGSVILLE, TEXAS

KINGSVILLE NAS (KNQI)

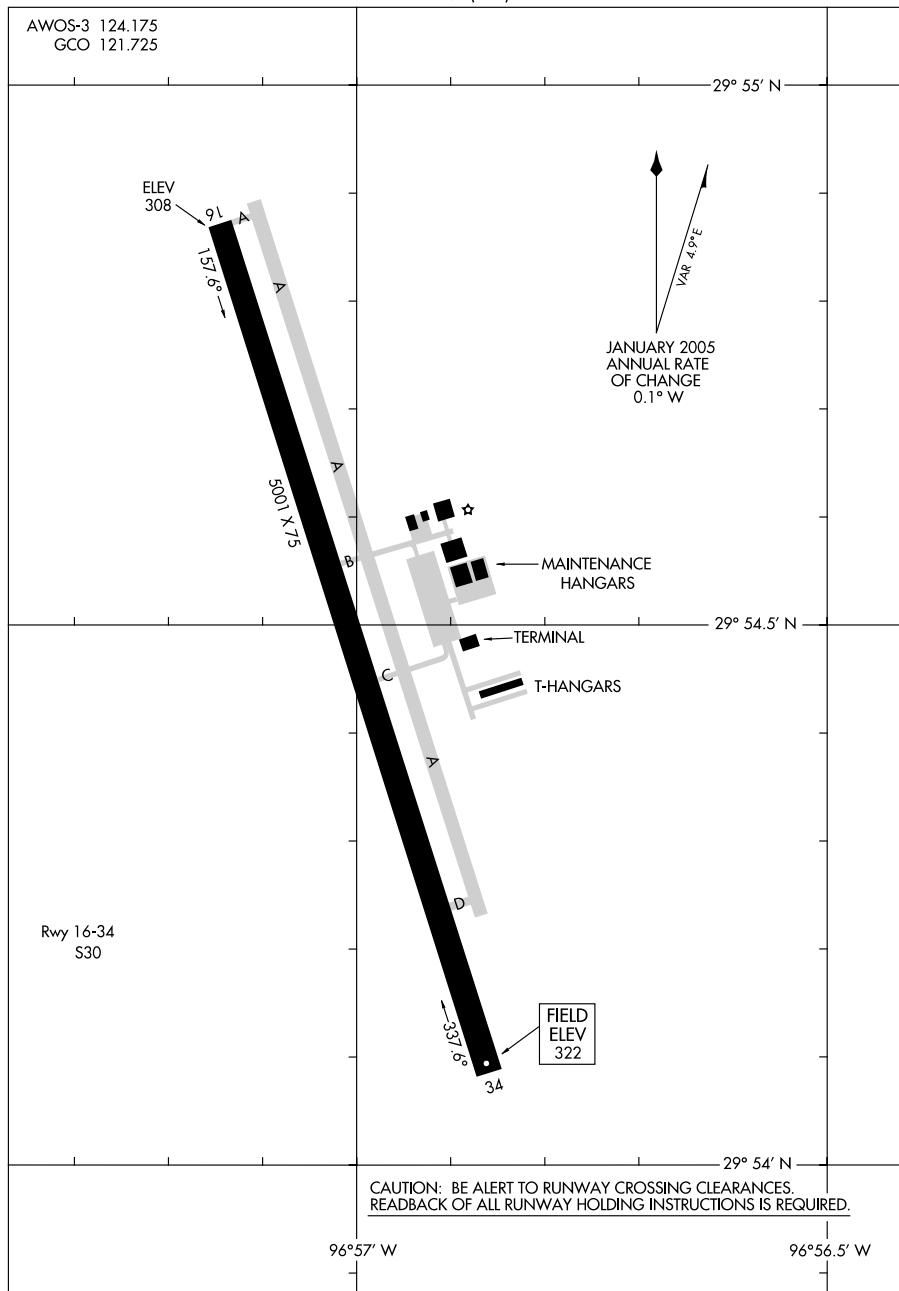
06327

# AIRPORT DIAGRAM

LA GRANGE/ FAYETTE REGIONAL AIR CENTER (3T5)

AL-9154 (FAA)

LA GRANGE, TEXAS



AWOS-3 124.175  
GCO 121.725

-29° 55' N

ELEV  
308

91

1

5001 X 75

– MAINTENANCE  
HANGARS

— TERMINAL

## T-HANGARS

– 29° 54.5' N

Rwy 16-34  
S30

FIELD  
ELEV  
322



-337-

—29° 54' N.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

96°57' W

96°56.5' W

## AIRPORT DIAGRAM

06327

LA GRANGE, TEXAS

LA GRANGE/ FAYETTE REGIONAL AIR CENTER (3T5)

06215

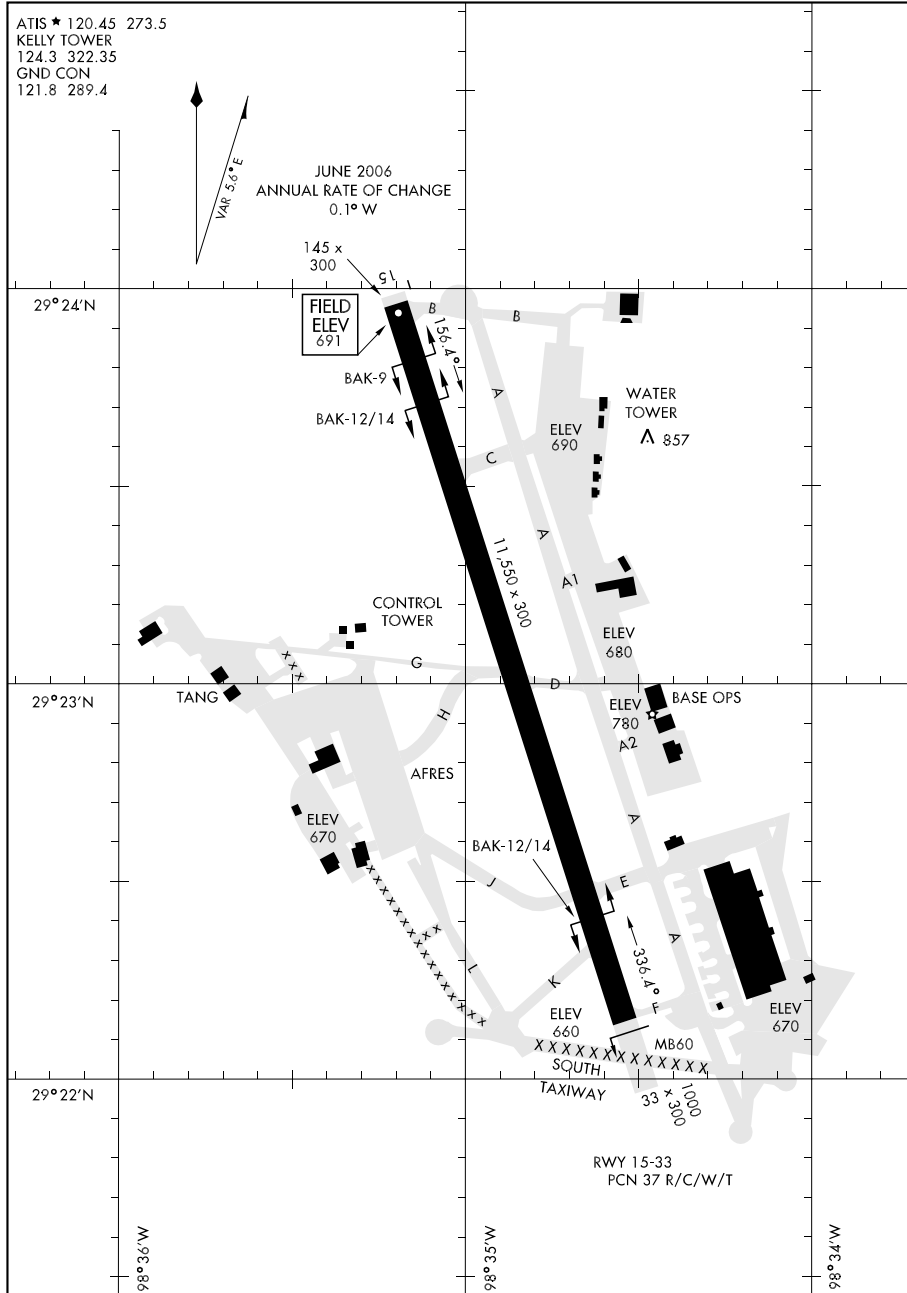
## AIRPORT DIAGRAM

LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

AFD-371 [USAF]

SAN ANTONIO, TEXAS

ATIS ★ 120.45 273.5  
 KELLY TOWER  
 124.3 322.35  
 GND CON  
 121.8 289.4



## AIRPORT DIAGRAM

SAN ANTONIO, TEXAS

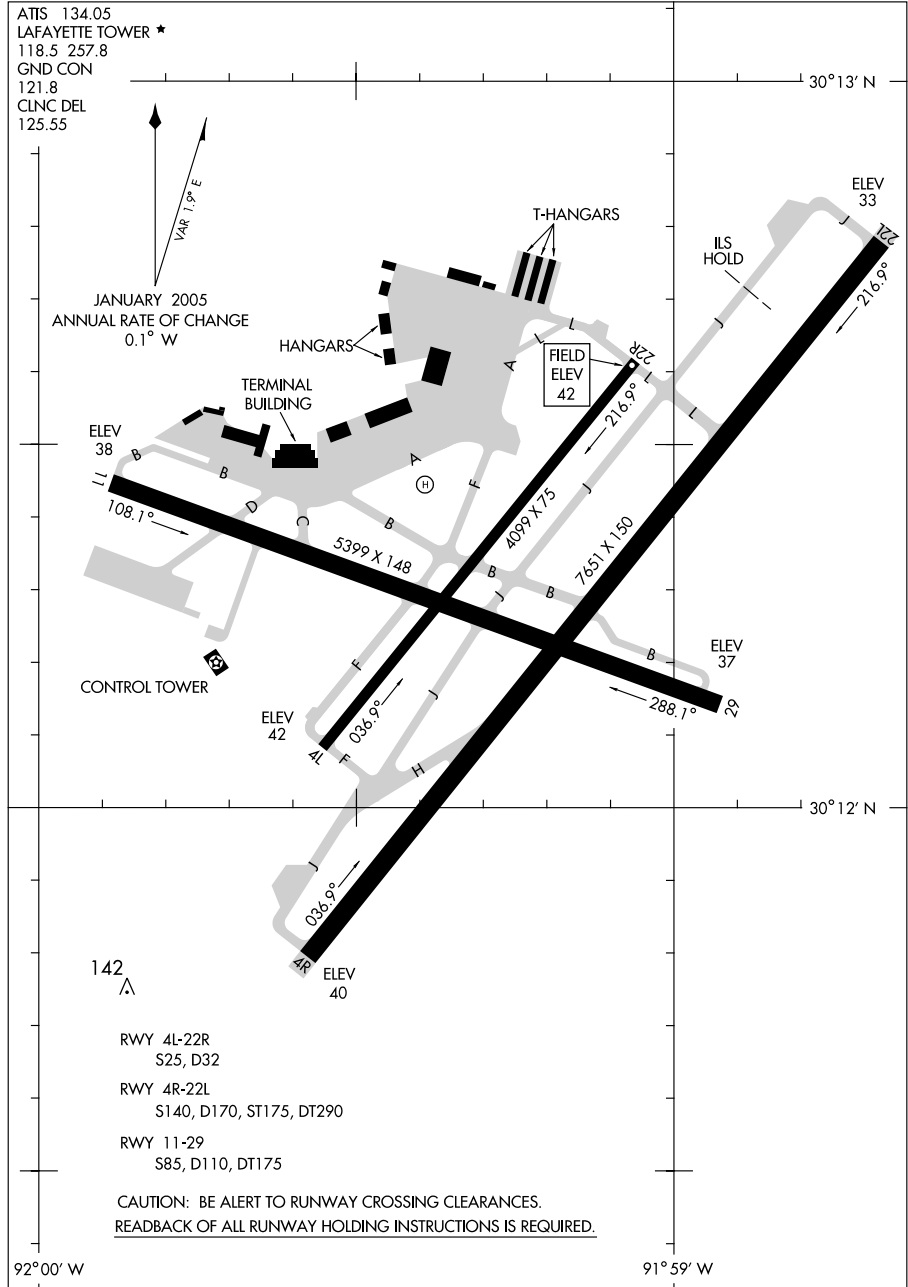
LACKLAND AFB (KELLY FLD ANNEX) (KSKF)



06215

## AIRPORT DIAGRAM

AL-865 (FAA)

LAFAYETTE REGIONAL (LFT)  
LAFAYETTE, LOUISIANA

## AIRPORT DIAGRAM

06215

LAFAYETTE, LOUISIANA  
LAFAYETTE REGIONAL (LFT)



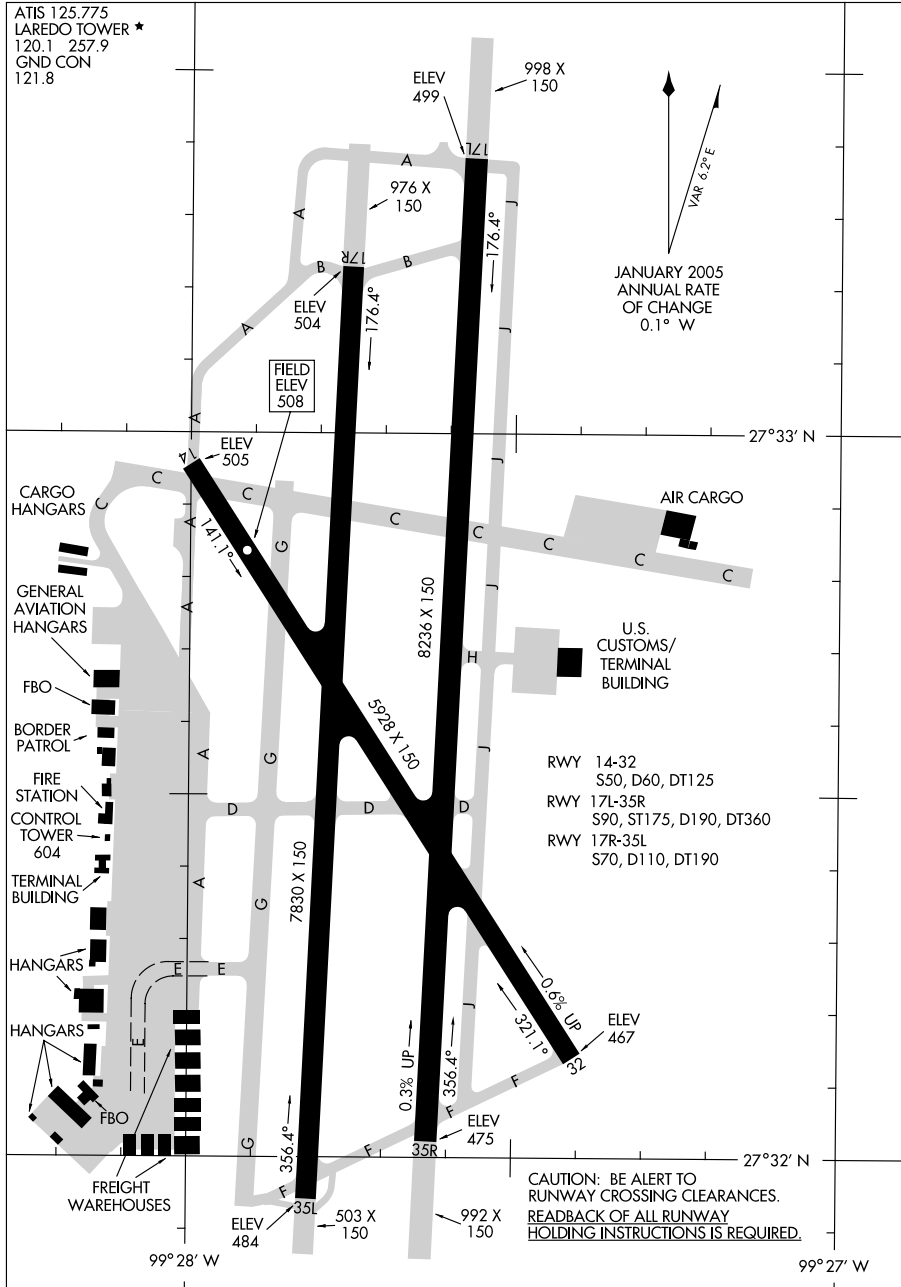


06327

# AIRPORT DIAGRAM

AL-226 (FAA)

LAREDO INTL (LRD)  
LAREDO, TEXAS



# AIRPORT DIAGRAM

06327

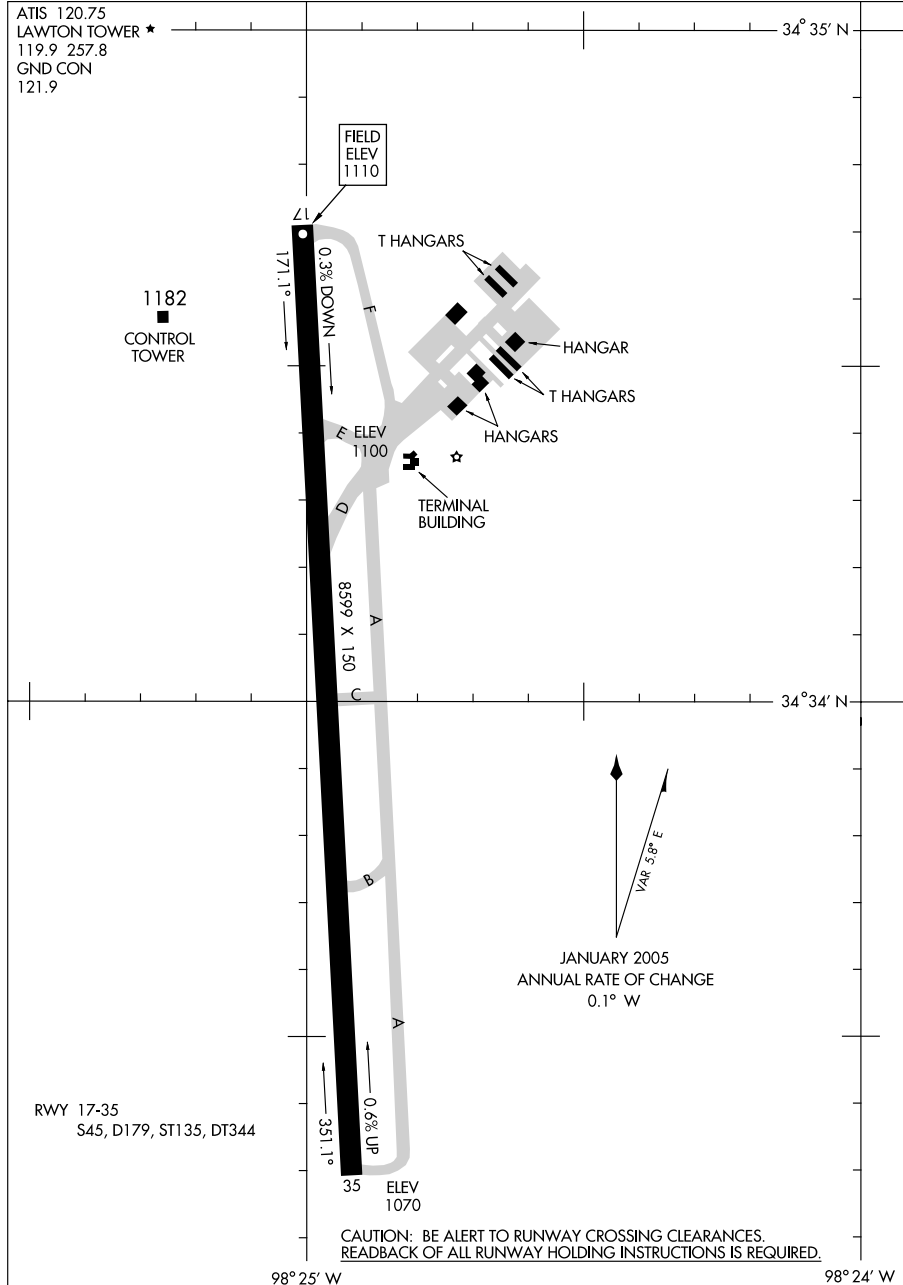
LAREDO, TEXAS  
LAREDO INTL (LRD)



06215

## AIRPORT DIAGRAM

AL-924 (FAA)

LAWTON-FORT SILL REGIONAL (LAW)  
LAWTON, OKLAHOMA

## AIRPORT DIAGRAM

06215

LAWTON, OKLAHOMA  
LAWTON-FORT SILL REGIONAL (LAW)

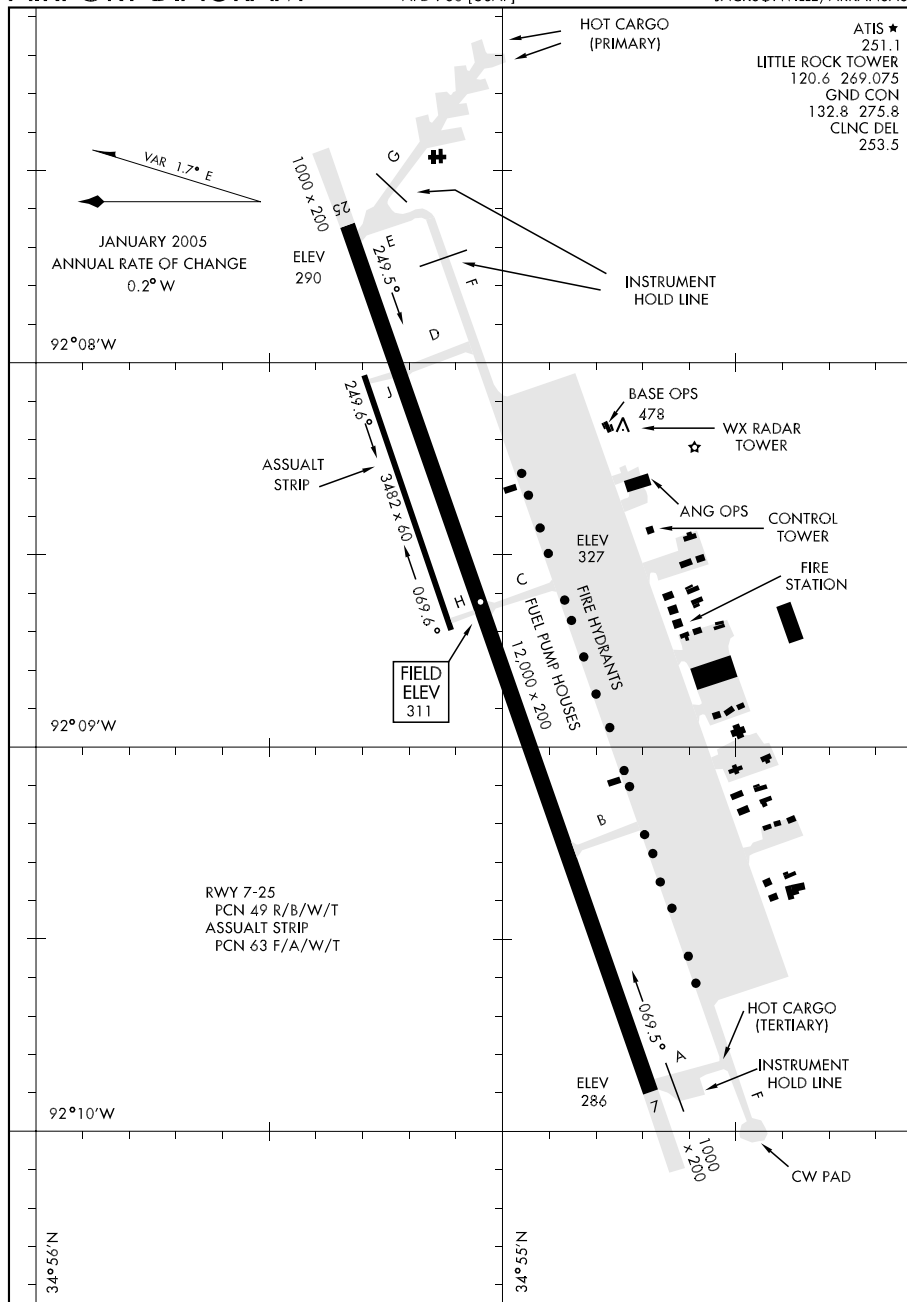
06159

## AIRPORT DIAGRAM

AFD-738 [USAF]

LITTLE ROCK AFB (KLRF)

JACKSONVILLE, ARKANSAS



## AIRPORT DIAGRAM

JACKSONVILLE, ARKANSAS

LITTLE ROCK AFB (KLRF)





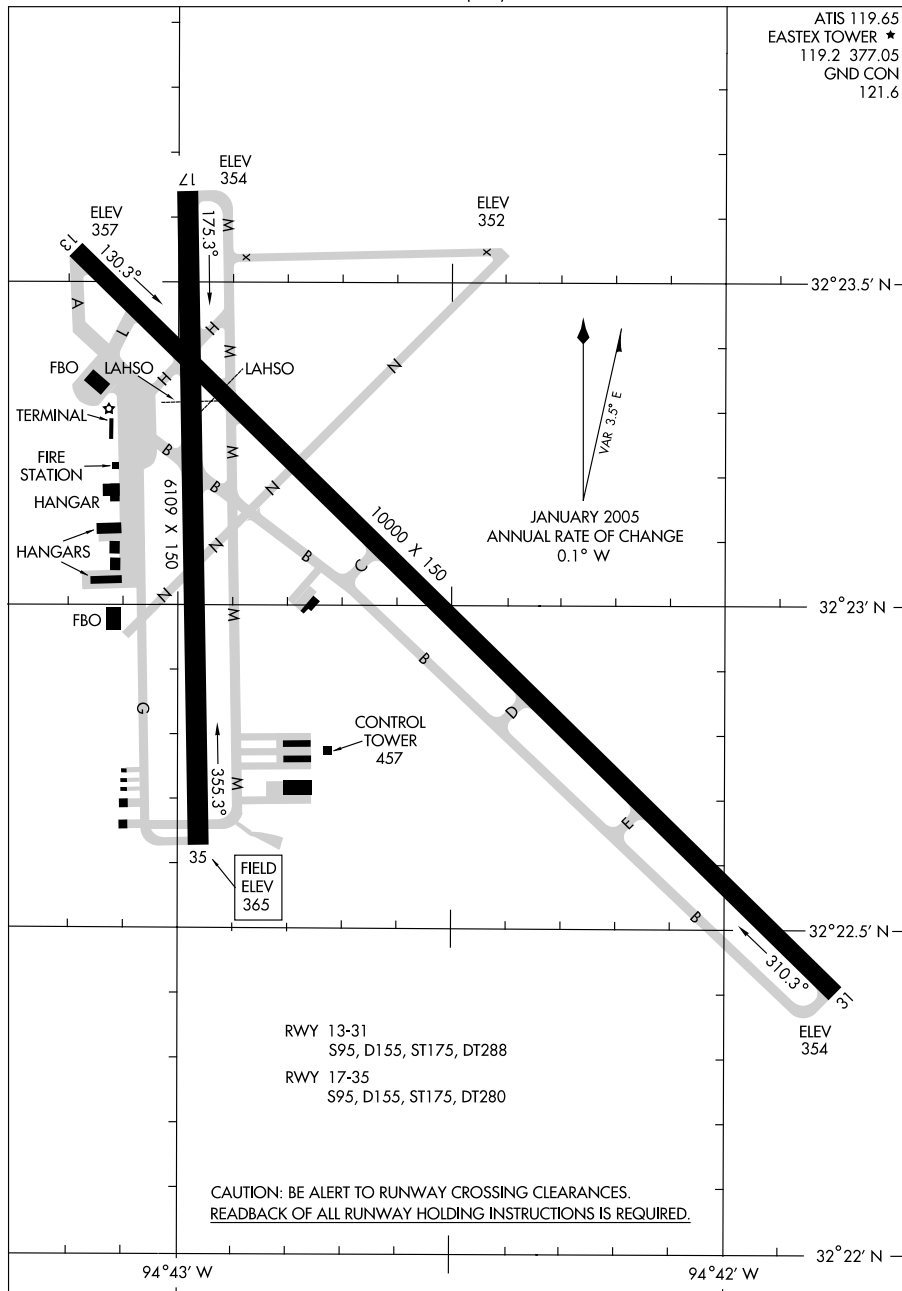
06327

## AIRPORT DIAGRAM

AL-807 (FAA)

LONGVIEW/ EAST TEXAS REGIONAL (GGG)  
LONGVIEW, TEXAS

ATIS 119.65  
EASTEX TOWER ★  
119.2 377.05  
GND CON  
121.6



## AIRPORT DIAGRAM

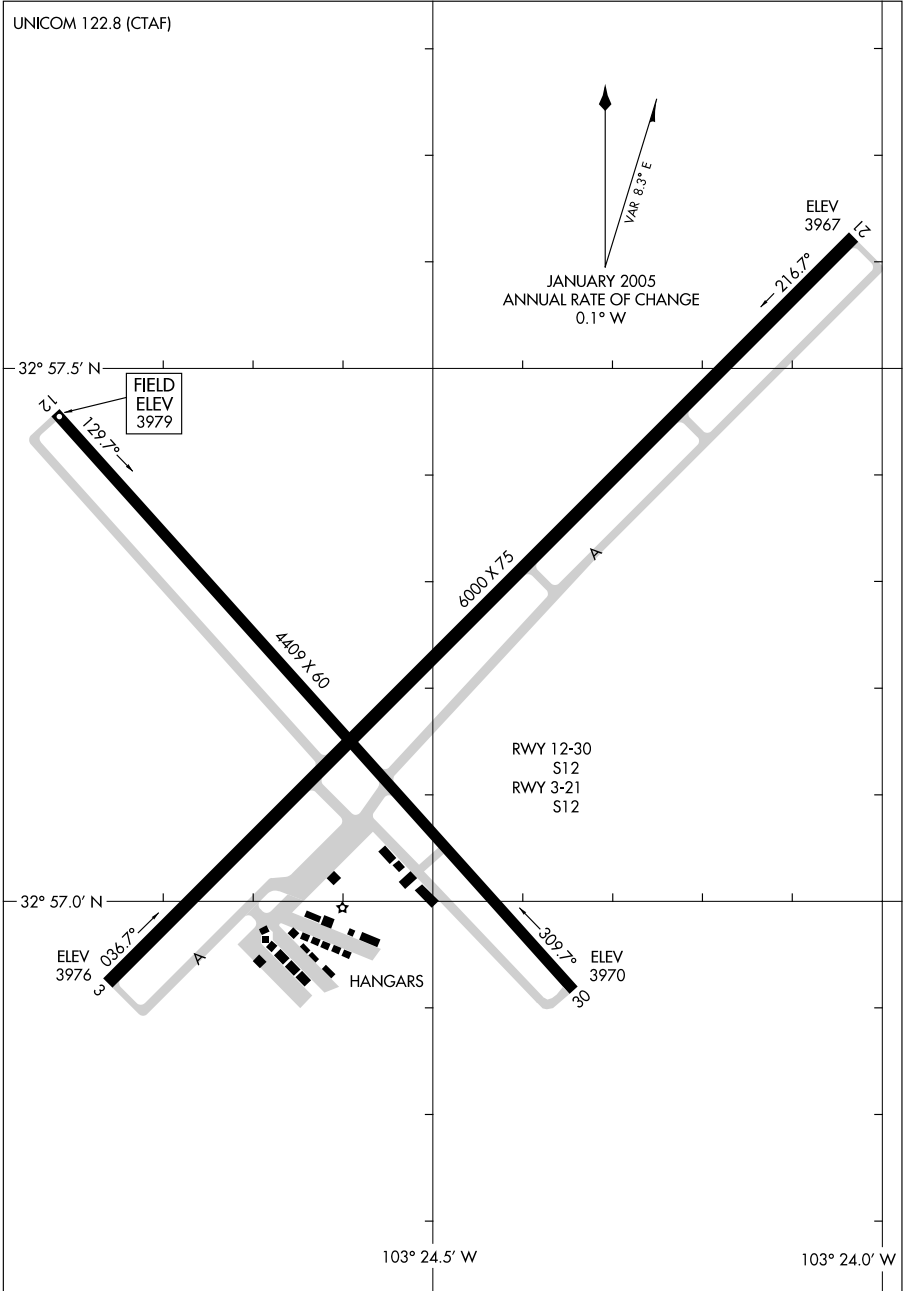
06327

LONGVIEW, TEXAS  
LONGVIEW/ EAST TEXAS REGIONAL (GGG)

06271

AIRPORT DIAGRAM

LOVINGTON/ LEA COUNTY-ZIP FRANKLIN MEMORIAL (E06)  
AL-6951 (FAA) LOVINGTON, NEW MEXICO



AIRPORT DIAGRAM

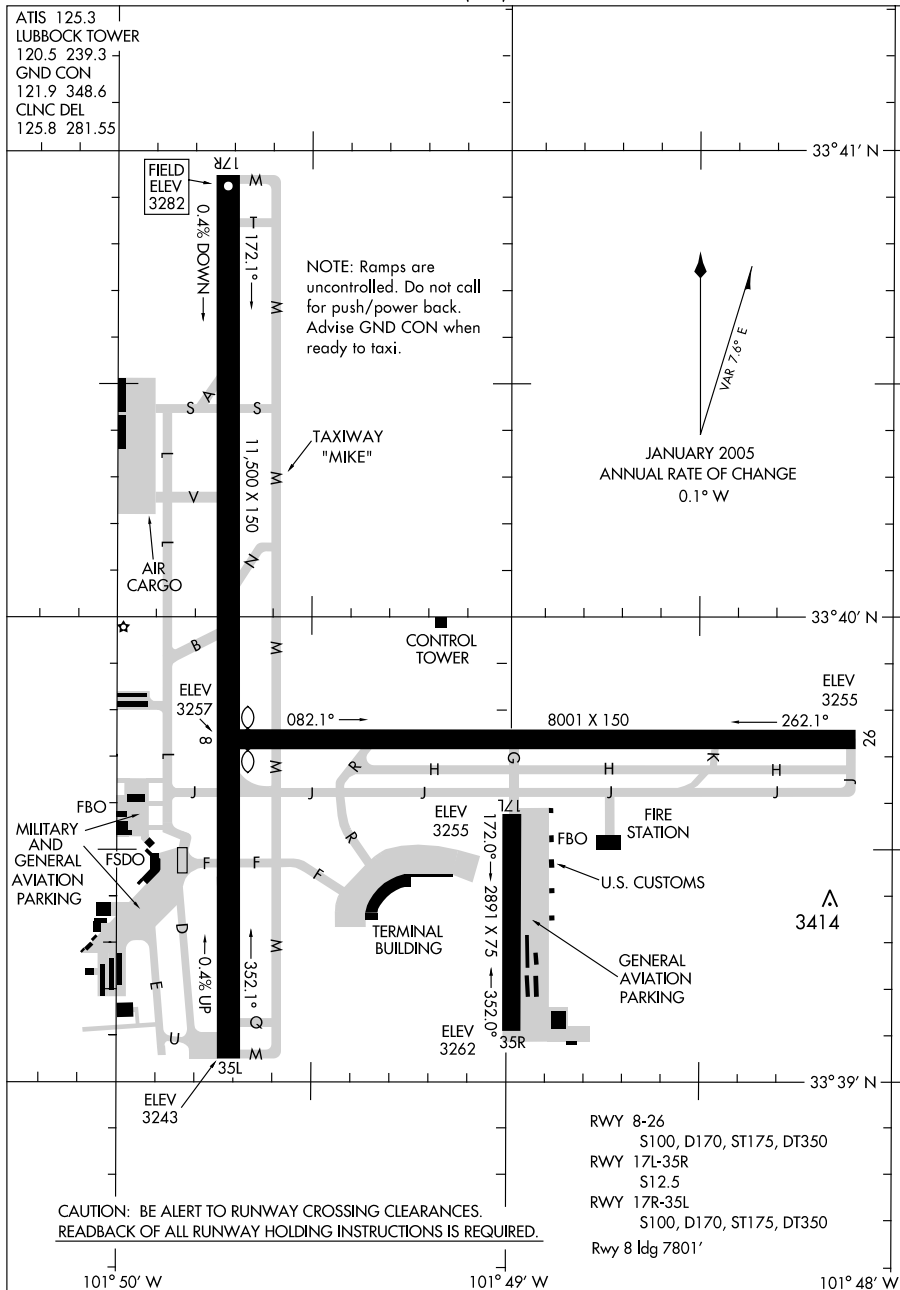
06271

LOVINGTON, NEW MEXICO  
LOVINGTON/ LEA COUNTY-ZIP FRANKLIN MEMORIAL (E06)

06327

## AIRPORT DIAGRAM

AL-241 (FAA)

LUBBOCK PRESTON SMITH INTL (LBB)  
LUBBOCK, TEXAS

## AIRPORT DIAGRAM

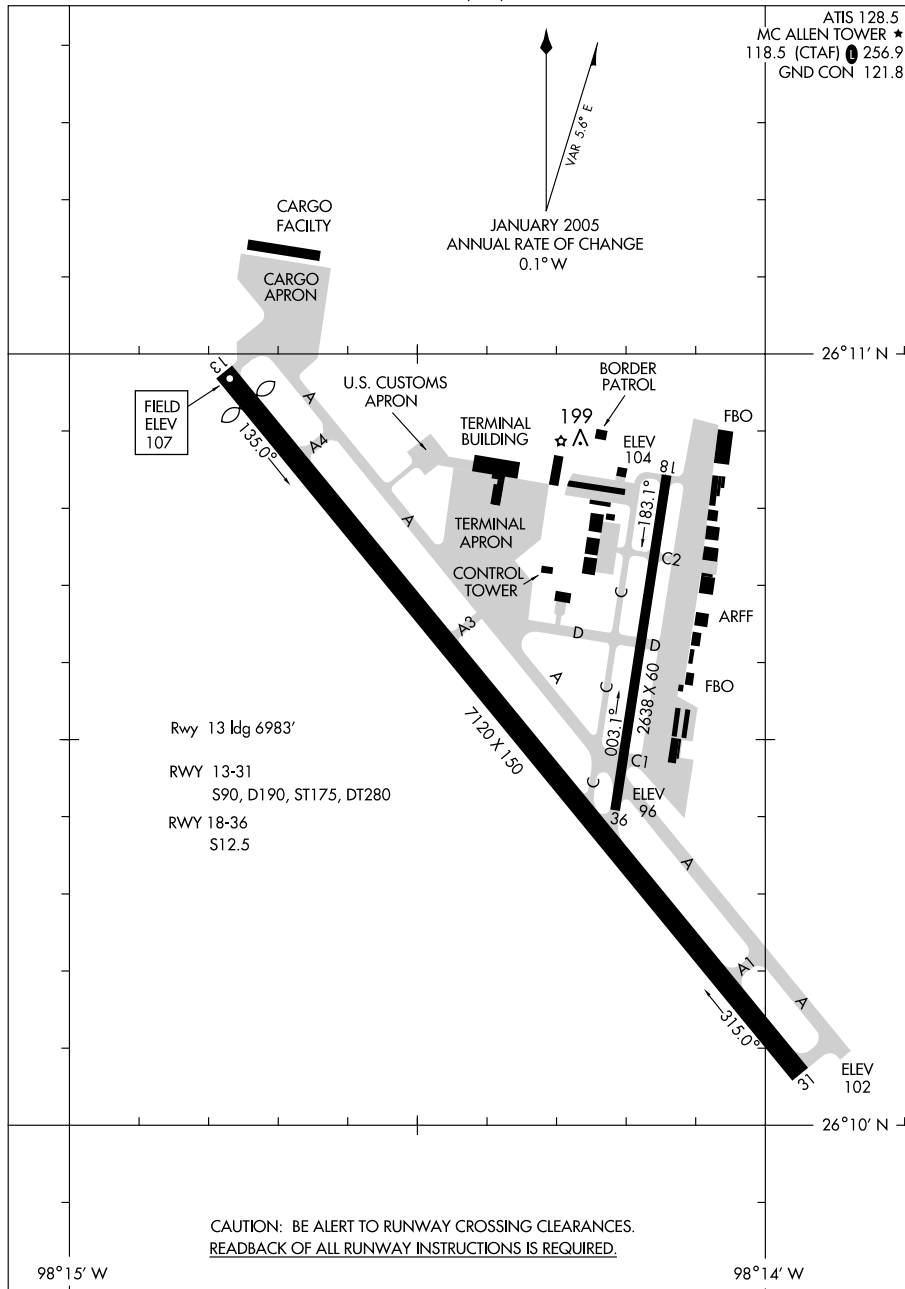
06327

LUBBOCK, TEXAS  
LUBBOCK PRESTON SMITH INTL (LBB)

06327

## AIRPORT DIAGRAM

AL-985 (FAA)

MC ALLEN MILLER INTL (MFE)  
MC ALLEN, TEXAS

## AIRPORT DIAGRAM

06327

MC ALLEN, TEXAS  
MC ALLEN MILLER INTL (MFE)

06327

## AIRPORT DIAGRAM

MC KINNEY/COLLIN COUNTY REGIONAL AT MC KINNEY (TKI)  
AL-6644 (FAA)

MC KINNEY, TEXAS

McKINNEY TOWER ★

118.825

GND CON

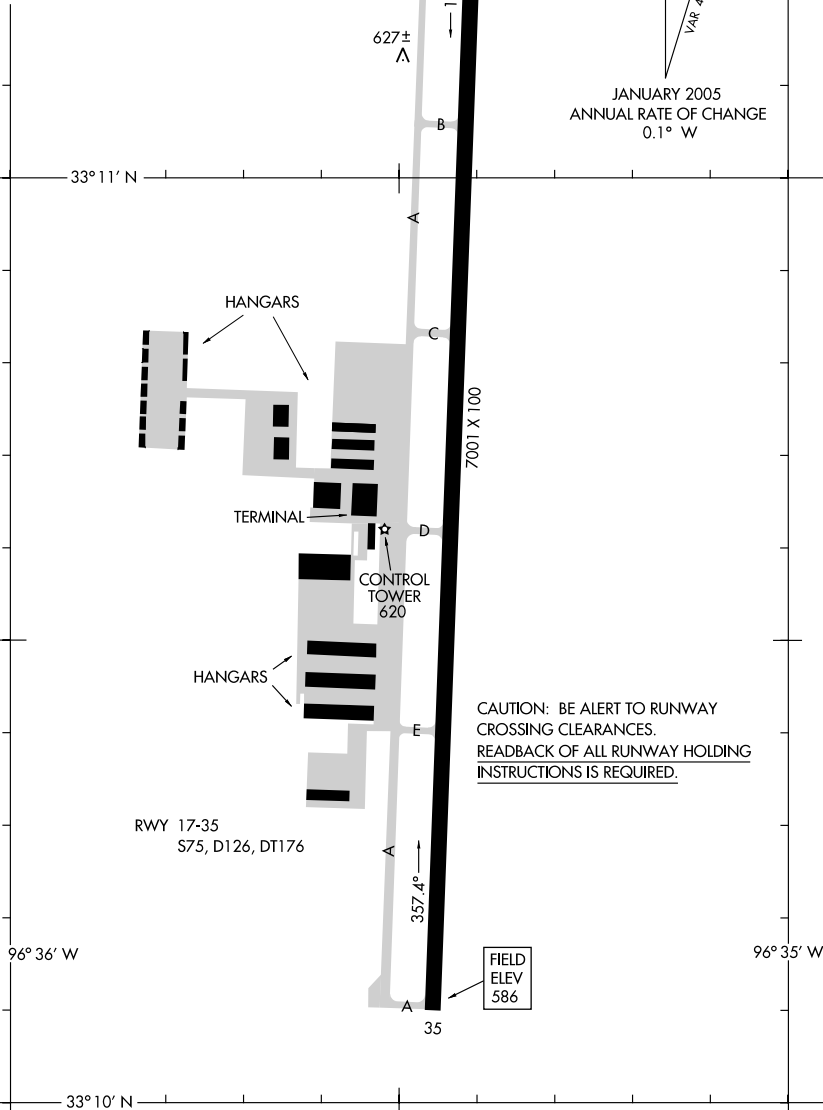
121.875

CLNC DEL ★

121.35

ASOS

119.925



## AIRPORT DIAGRAM

06327

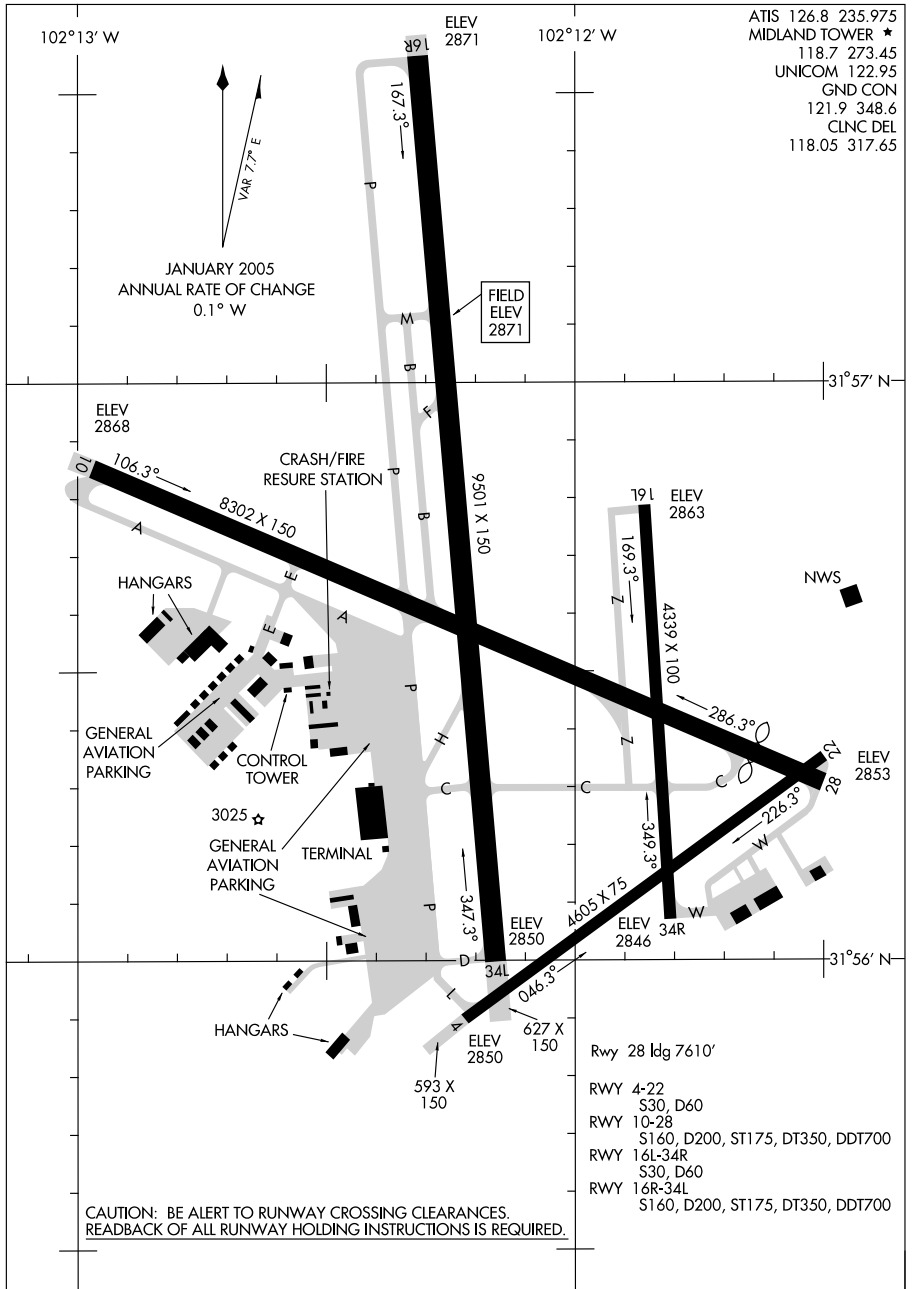
MC KINNEY/COLLIN COUNTY REGIONAL AT MC KINNEY (TKI)  
MC KINNEY, TEXAS

06327

# AIRPORT DIAGRAM

AL-258 (FAA)

MIDLAND INTL (MAF)  
MIDLAND, TEXAS



# AIRPORT DIAGRAM

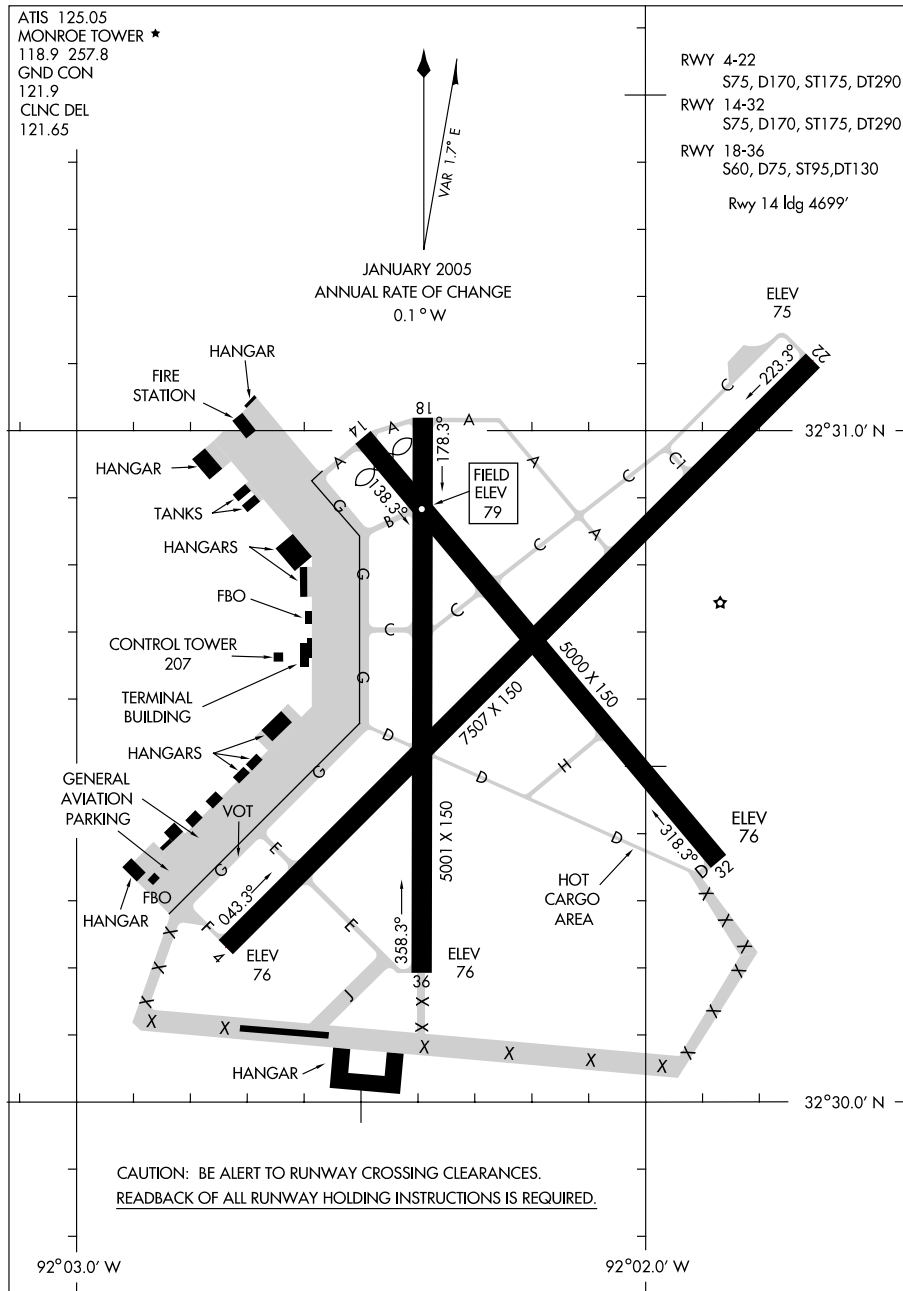
06327

MIDLAND, TEXAS  
MIDLAND INTL (MAF)

06215

## AIRPORT DIAGRAM

AL-270 (FAA)

MONROE REGIONAL (MLU)  
MONROE, LOUISIANA

## AIRPORT DIAGRAM

06215

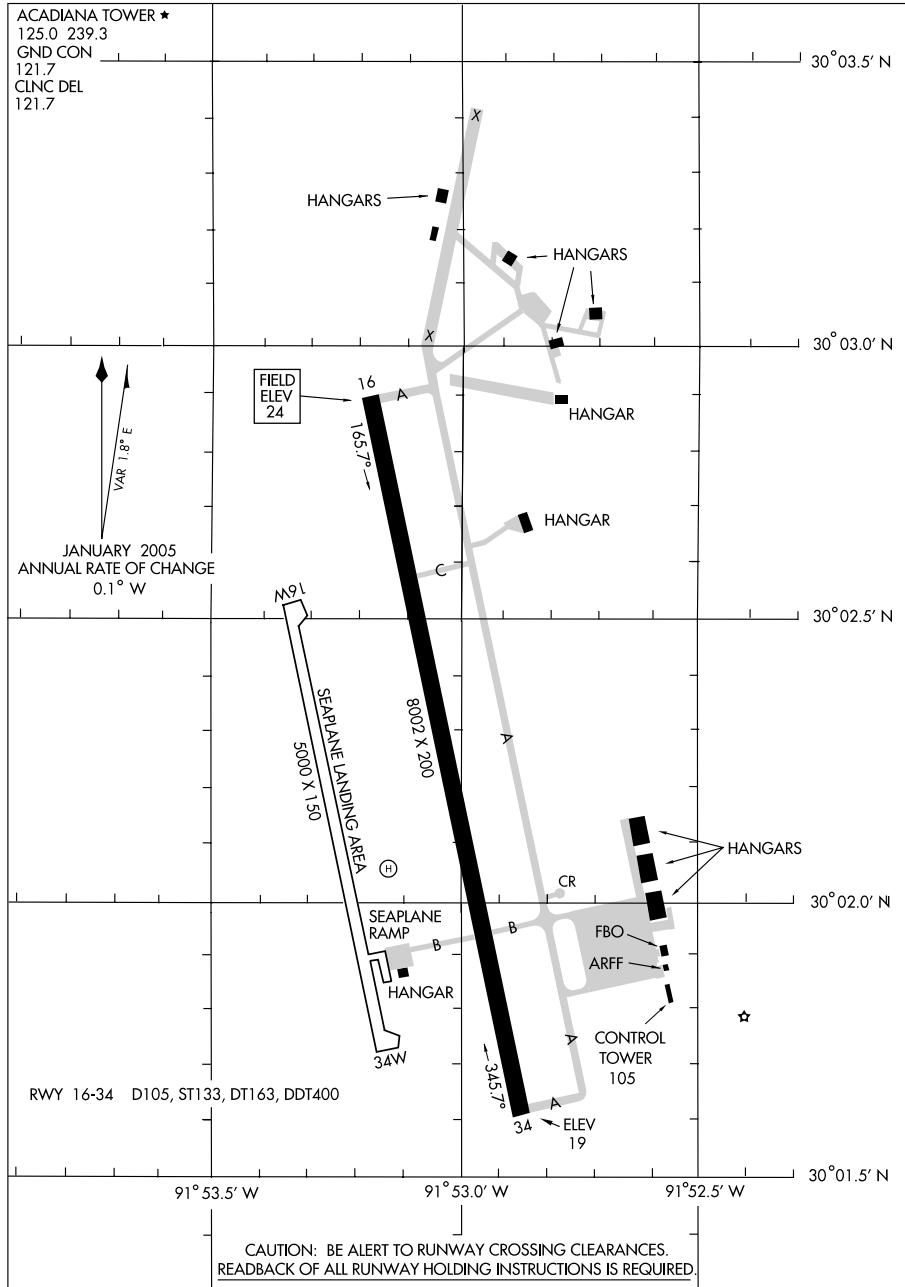
MONROE, LOUISIANA  
MONROE REGIONAL (MLU)

06215

## AIRPORT DIAGRAM

NEW IBERIA/ACADIANA REGIONAL (A.R.A.)  
NEW IBERIA, LOUISIANA

AL-5040 (FAA)



## AIRPORT DIAGRAM

NEW IBERIA, LOUISIANA  
NEW IBERIA/ACADIANA REGIONAL (A.R.A.)

06215



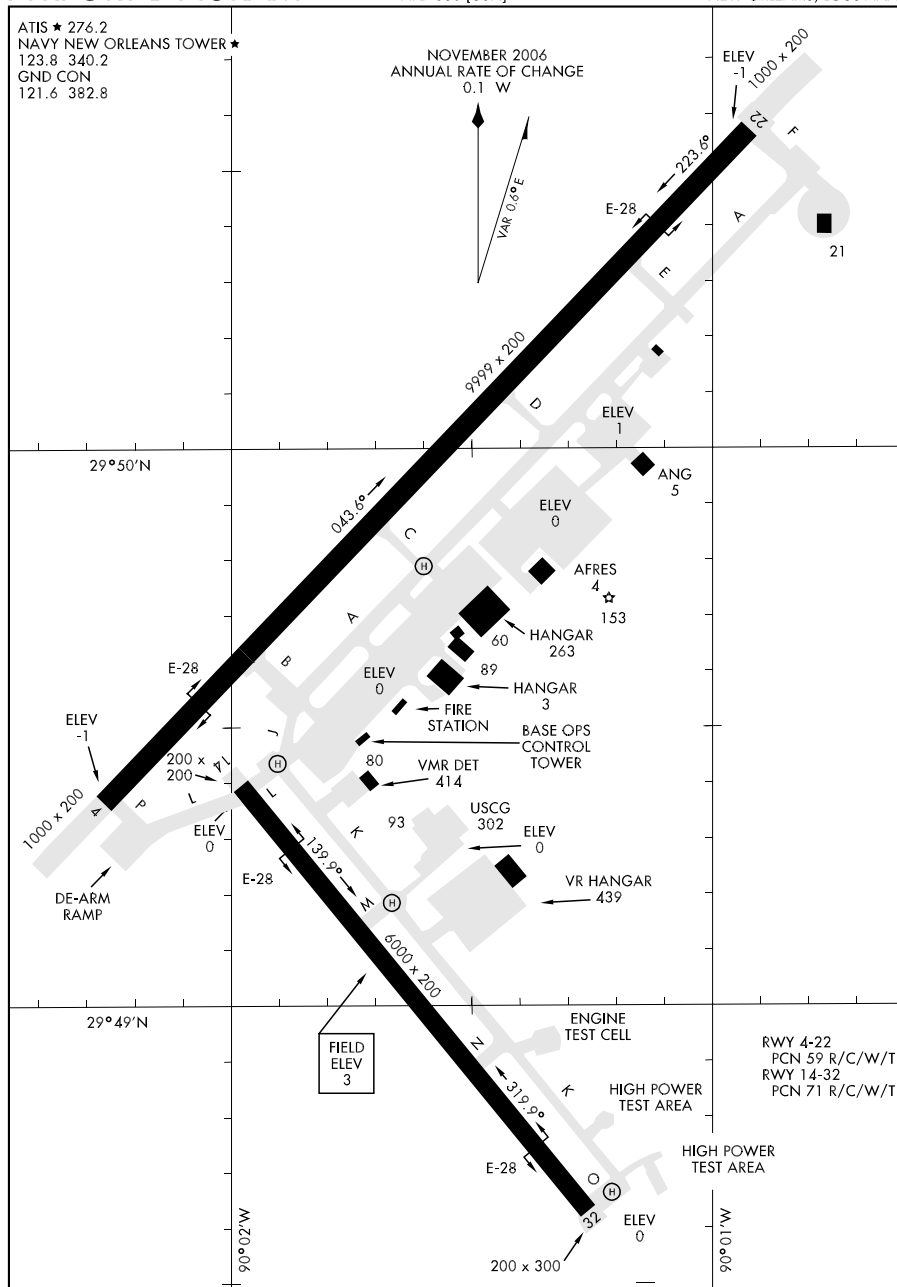
06327

## AIRPORT DIAGRAM

ATIS ★ 276.2  
NAVY NEW ORLEANS TOWER ★  
123.8 340.2  
GND CON  
121.6 382.8

AFD-630 [USN]

NEW ORLEANS NAS JRB  
(ALVIN CALLENDER FLD) (KNBG)  
NEW ORLEANS, LOUISIANA



## AIRPORT DIAGRAM

WGS-84 DATUM

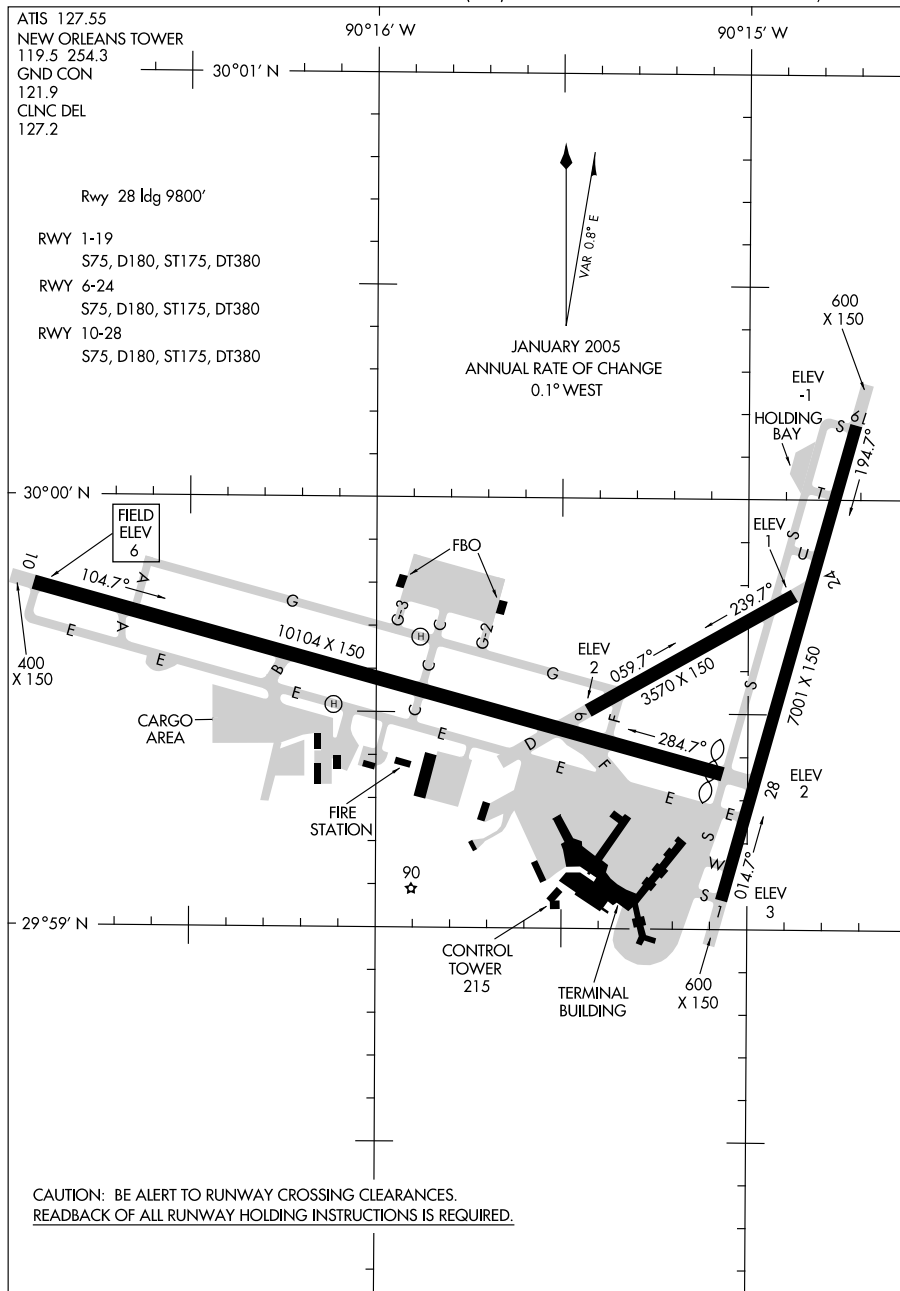
NEW ORLEANS, LOUISIANA  
NEW ORLEANS NAS JRB  
(ALVIN CALLENDER FLD) (KNBG)



06215

## AIRPORT DIAGRAM

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)  
AL-609 (FAA)  
NEW ORLEANS, LOUISIANA



## AIRPORT DIAGRAM

06215

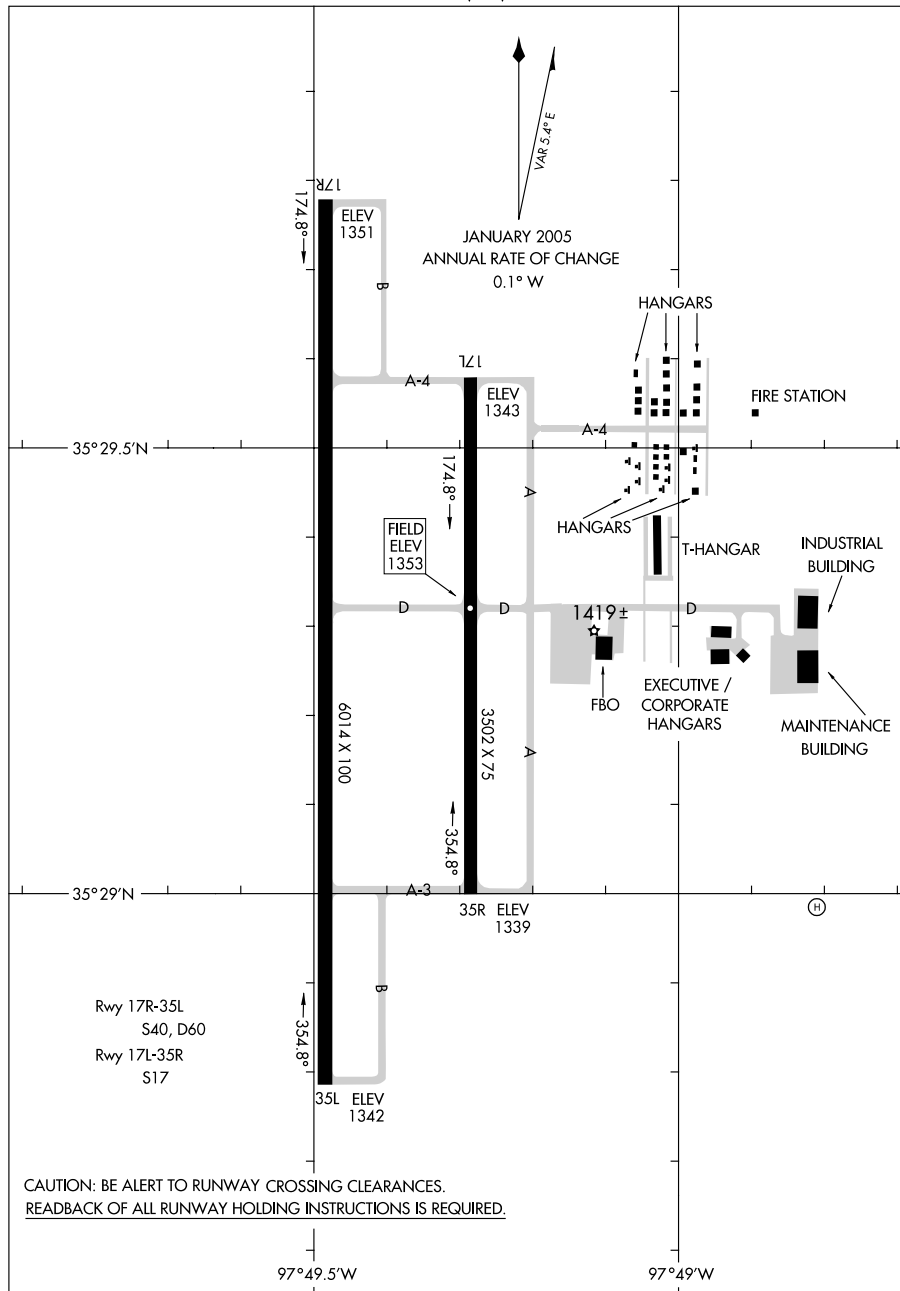
NEW ORLEANS, LOUISIANA  
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)



06215

## AIRPORT DIAGRAM

OKLAHOMA CITY/CLARENCE E. PAGE MUNI (F29)  
AL-298 (FAA) OKLAHOMA CITY, OKLAHOMA



## AIRPORT DIAGRAM

06215

OKLAHOMA CITY, OKLAHOMA  
OKLAHOMA CITY/CLARENCE E. PAGE MUNI (F29)

OKLAHOMA CITY/ WILEY POST (PWA)  
OKLAHOMA CITY, OKLAHOMA



SC, 23 NOV 2006 to 18 JAN 2007

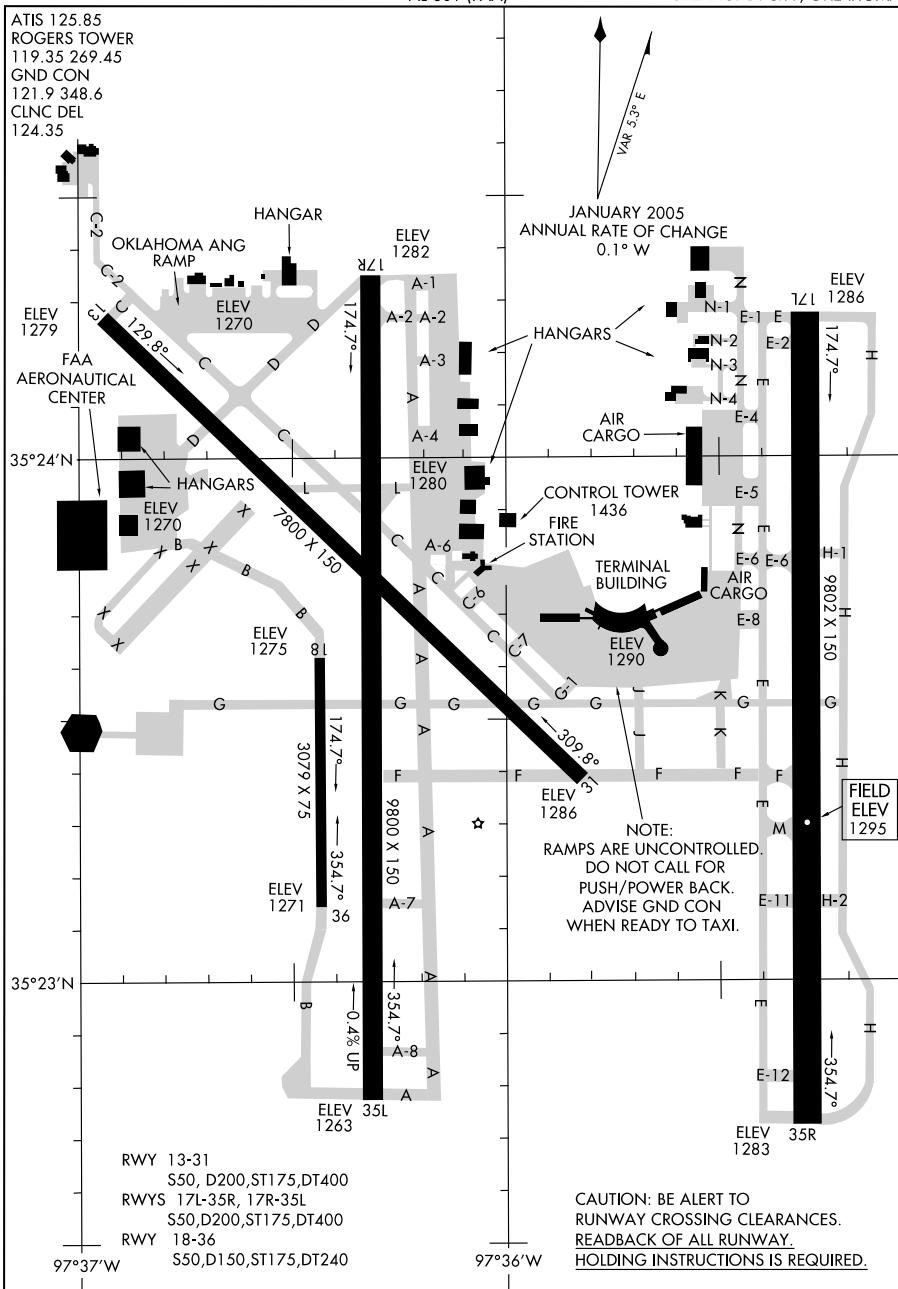
06215

## AIRPORT DIAGRAM

OKLAHOMA CITY/WILL ROGERS WORLD (OKC)

AL-301 (FAA)

OKLAHOMA CITY, OKLAHOMA



## AIRPORT DIAGRAM

06215

OKLAHOMA CITY, OKLAHOMA  
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

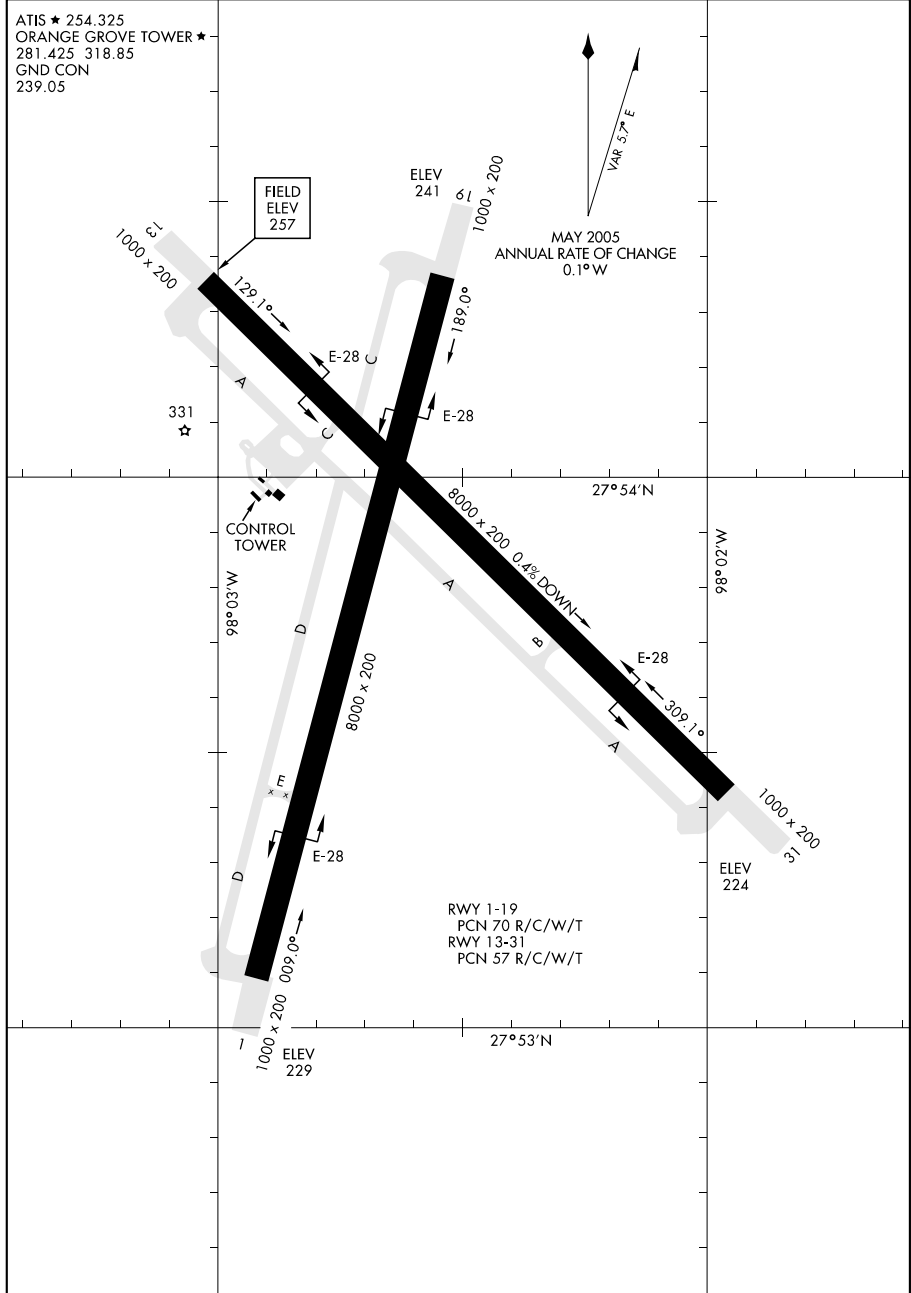
06019

# AIRPORT DIAGRAM

AFD-6553 [USN]

ORANGE GROVE NALF (NOG)

ORANGE GROVE, TEXAS



# AIRPORT DIAGRAM

WGS-84 DATUM

ORANGE GROVE, TEXAS

ORANGE GROVE NALF (NOG)



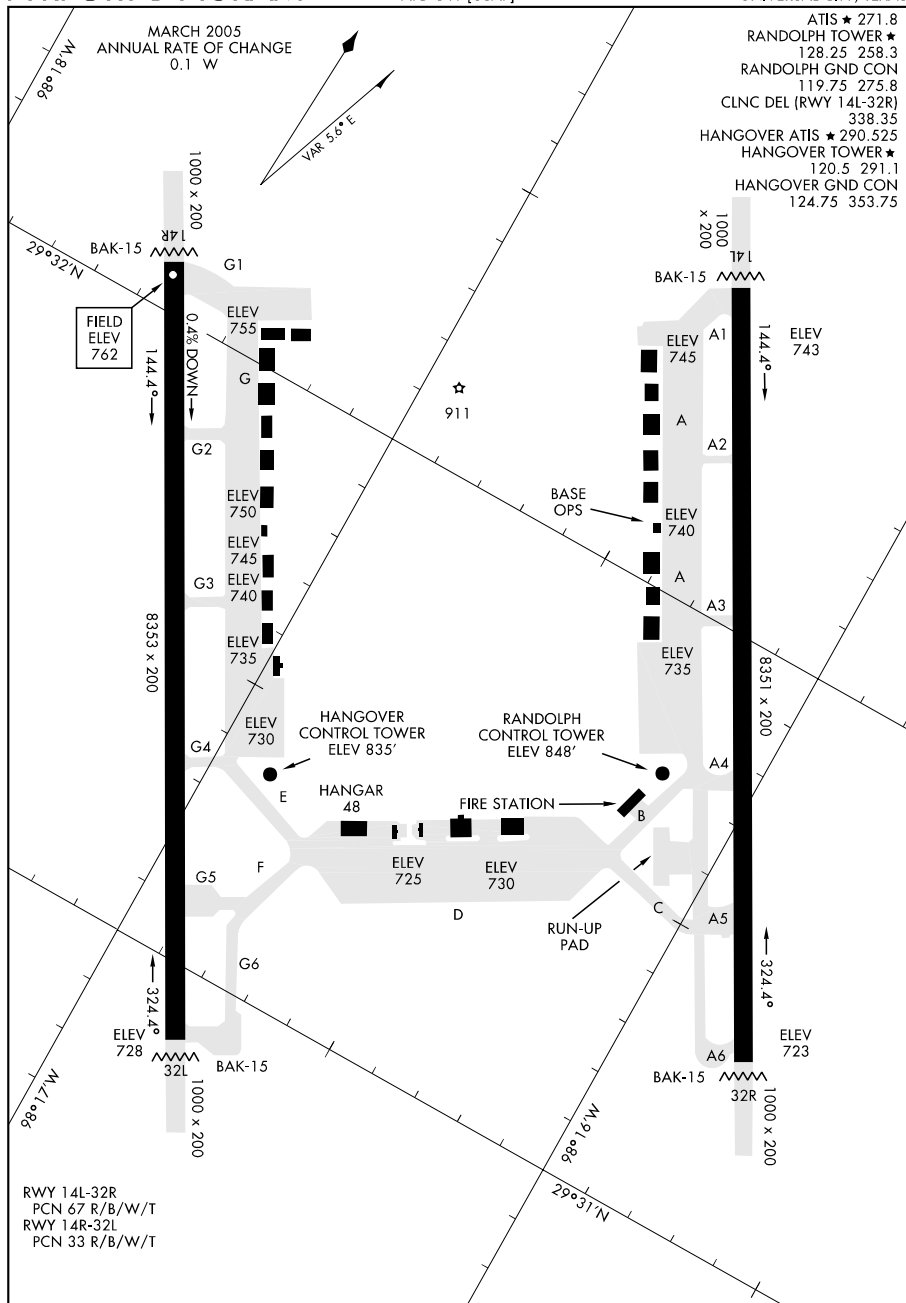
06047

## AIRPORT DIAGRAM

AFD-341 [USAF]

RANDOLPH AFB (KRND)

UNIVERSAL CITY, TEXAS



## AIRPORT DIAGRAM

WGS-84 DATUM

UNIVERSAL CITY, TEXAS  
RANDOLPH AFB (KRND)

06327

## AIRPORT DIAGRAM

AFD-906 [USA]

ROBERT GRAY AAF (KGRK)

FORT HOOD, TEXAS

ATIS ★

111.8

GRAY TOWER

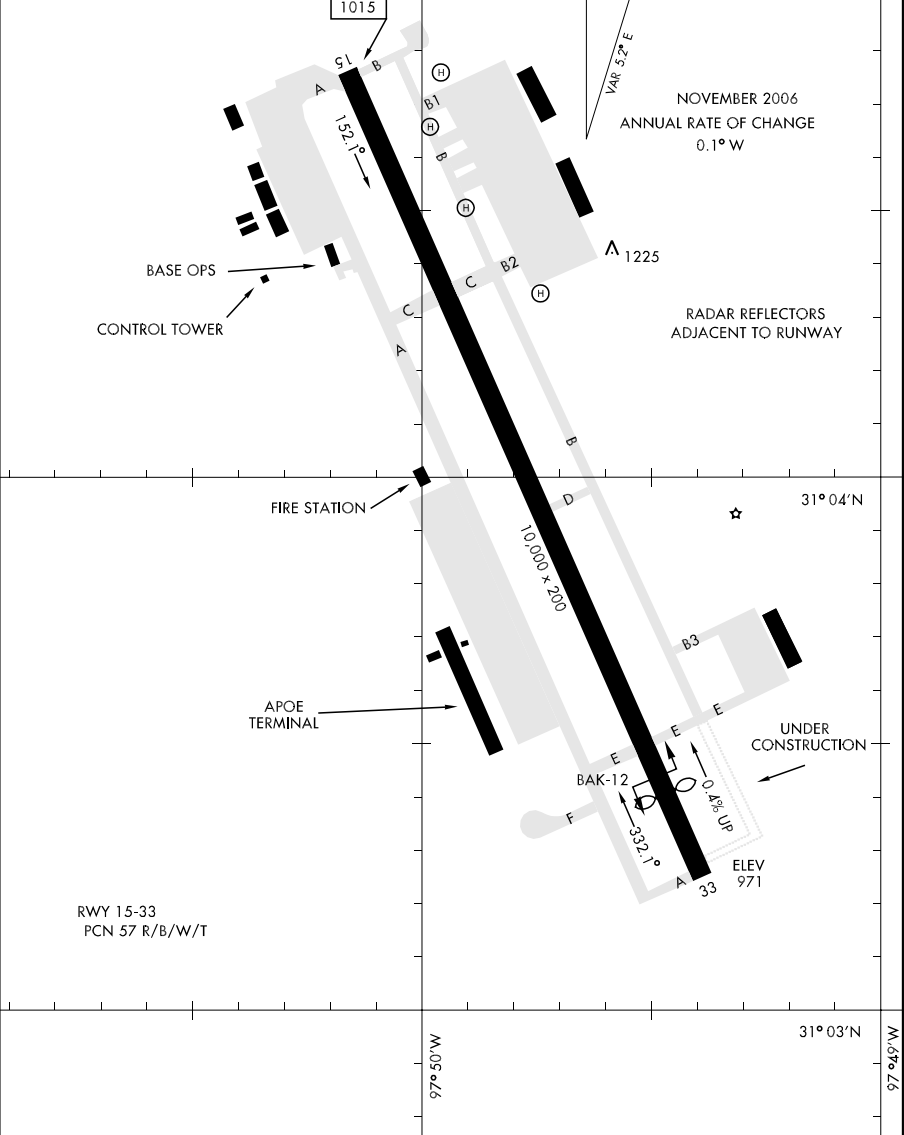
120.75 285.5

GND CON

279.5 126.2

CLNC DEL

121.8 251.1



## AIRPORT DIAGRAM

FORT HOOD, TEXAS

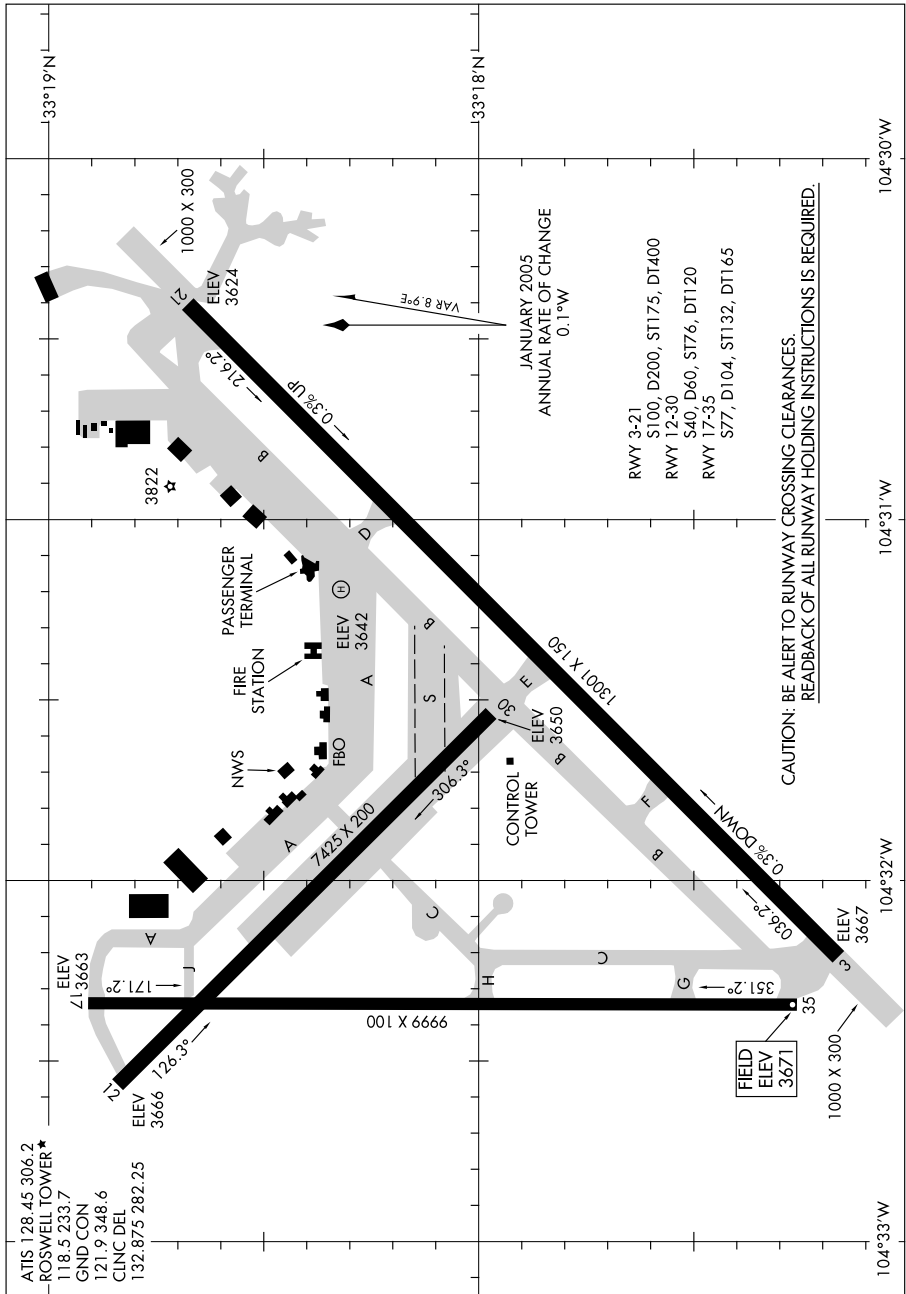
ROBERT GRAY AAF (KGRK)

06271

AIRPORT DIAGRAM

AL-354 (FAA)

ROSWELL INTL AIR CENTER (ROW)  
ROSWELL, NEW MEXICO



AIRPORT DIAGRAM

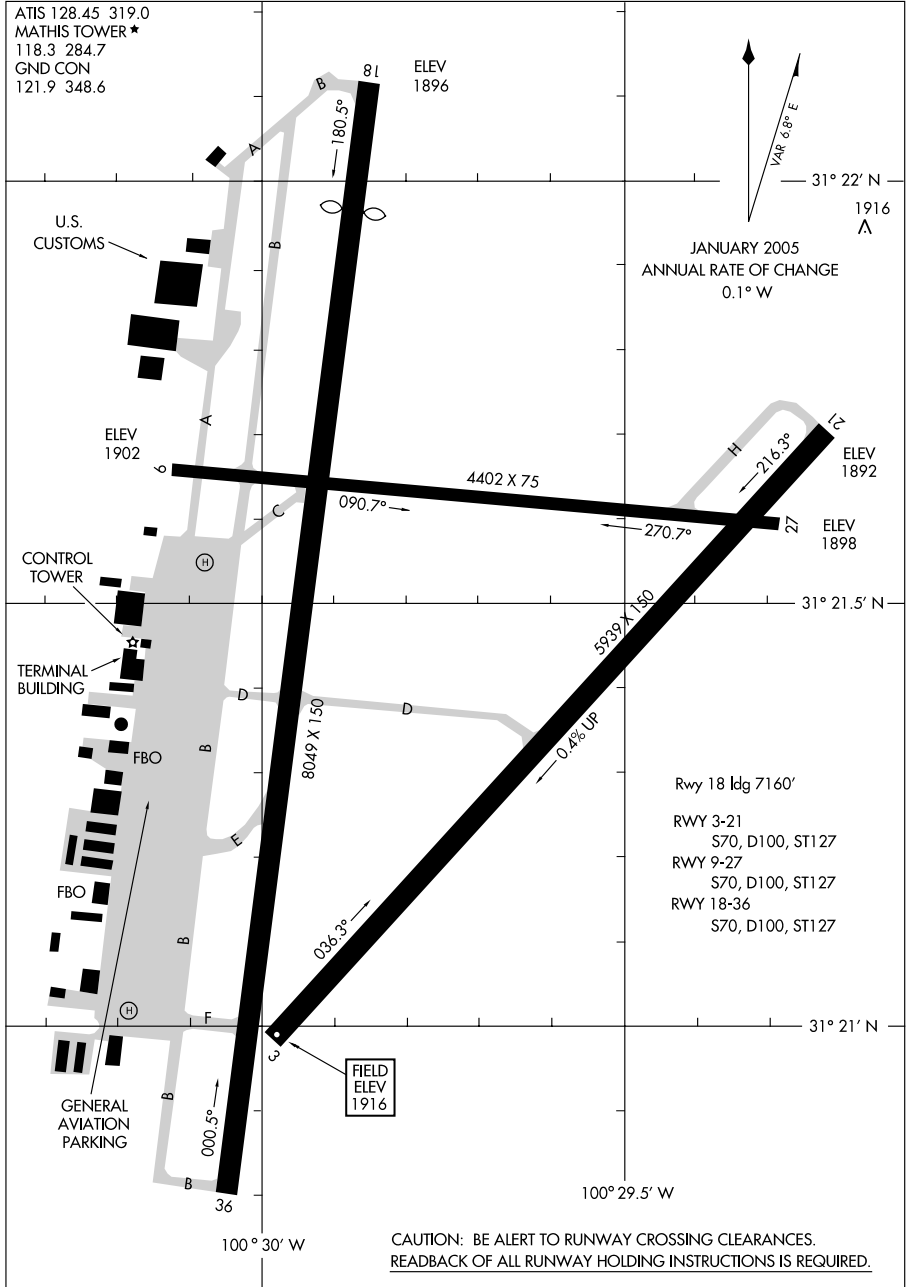
06271

ROSWELL, NEW MEXICO  
ROSWELL INTL AIR CENTER (ROW)

06327

# AIRPORT DIAGRAM

SAN ANGELO REGIONAL/ MATHIS FIELD (SJT)  
AL-367 (FAA) SAN ANGELO, TEXAS



# AIRPORT DIAGRAM

SAN ANGELO, TEXAS  
SAN ANGELO REGIONAL/ MATHIS FIELD (SJT)

06327



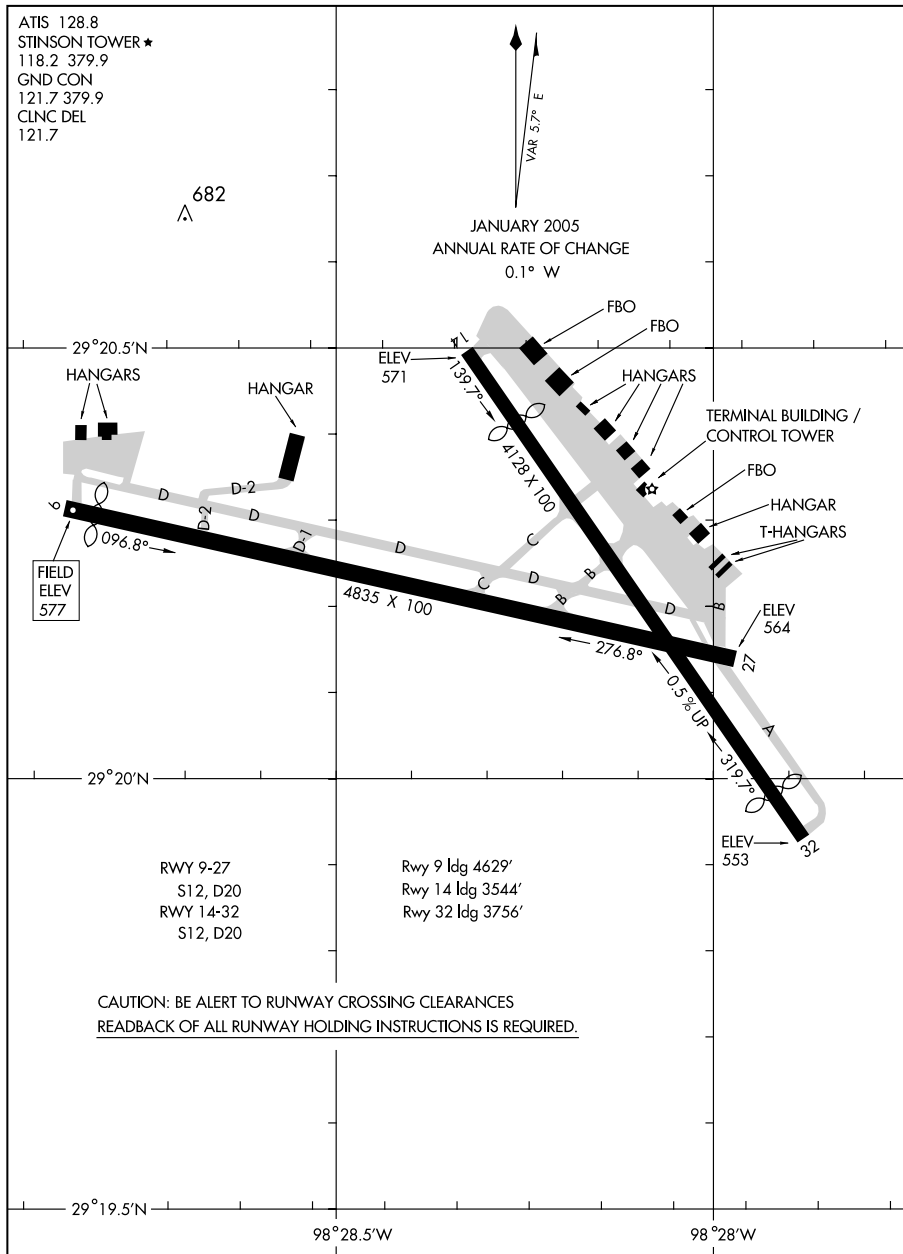
06327

# AIRPORT DIAGRAM

SAN ANTONIO/ STINSON MUNI (SSF)

SAN ANTONIO, TEXAS

AL-372 (FAA)



## AIRPORT DIAGRAM

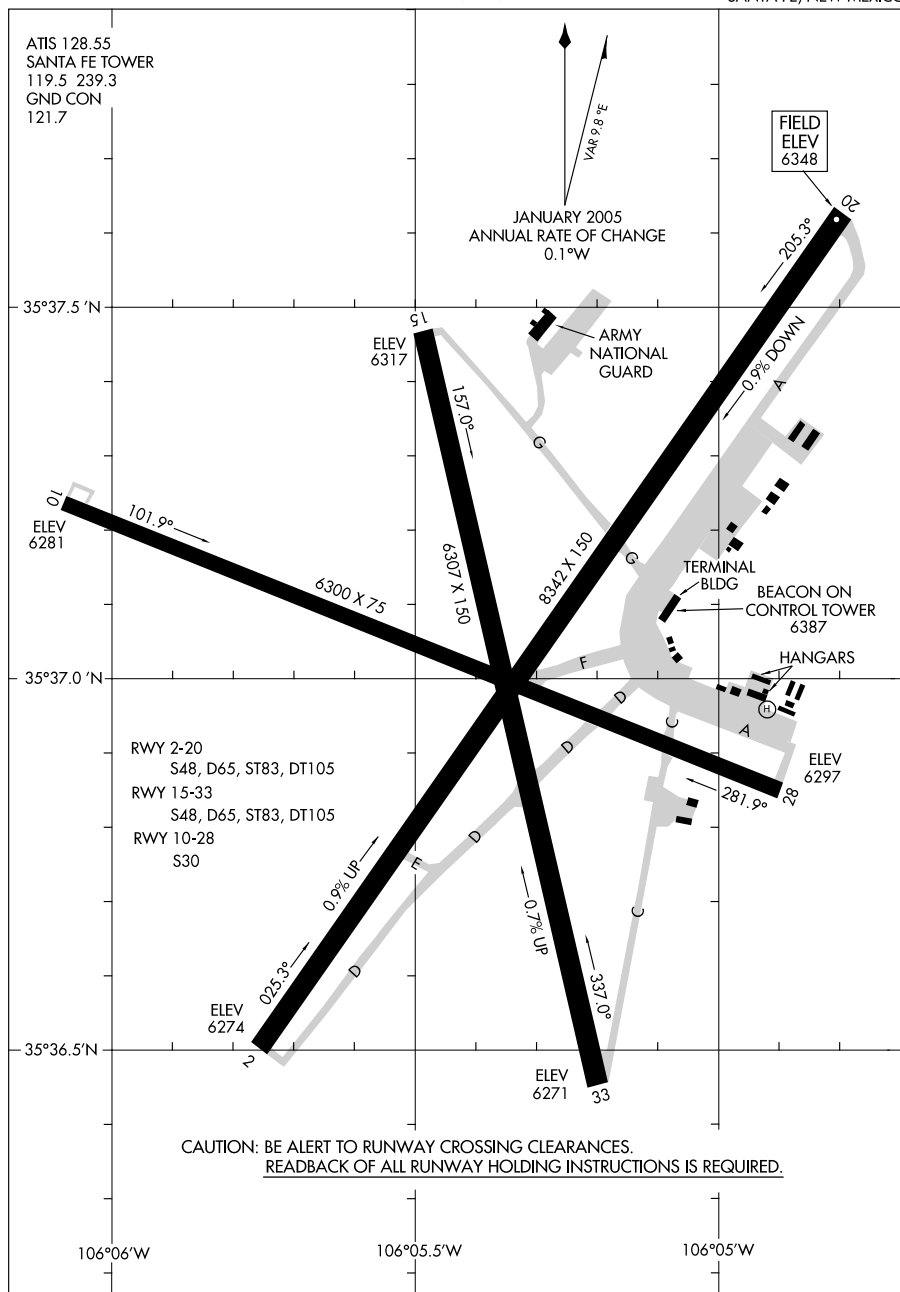
06327

SAN ANTONIO, TEXAS  
SAN ANTONIO/STINSON MUNI (SSF)

06271

## AIRPORT DIAGRAM

AL-548 (FAA)

SANTA FE MUNI (SAF)  
SANTA FE, NEW MEXICO

## AIRPORT DIAGRAM

06271

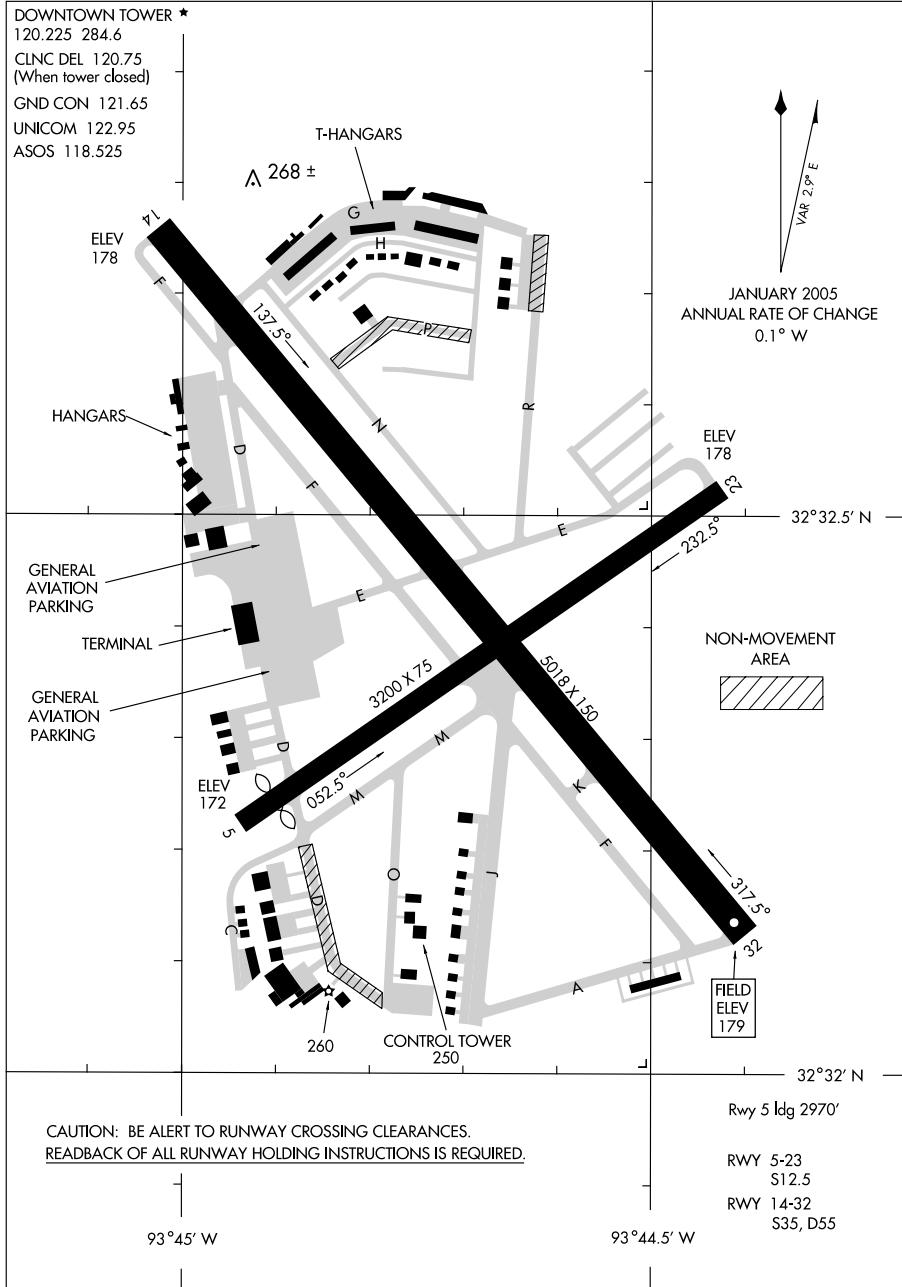
SANTA FE, NEW MEXICO  
SANTA FE MUNI (SAF)

06271

# AIRPORT DIAGRAM

AL-392 (FAA)

SHREVEPORT DOWNTOWN (DTN)  
SHREVEPORT, LOUISIANA



# AIRPORT DIAGRAM

06271

SHREVEPORT, LOUISIANA  
SHREVEPORT DOWNTOWN (DTN)



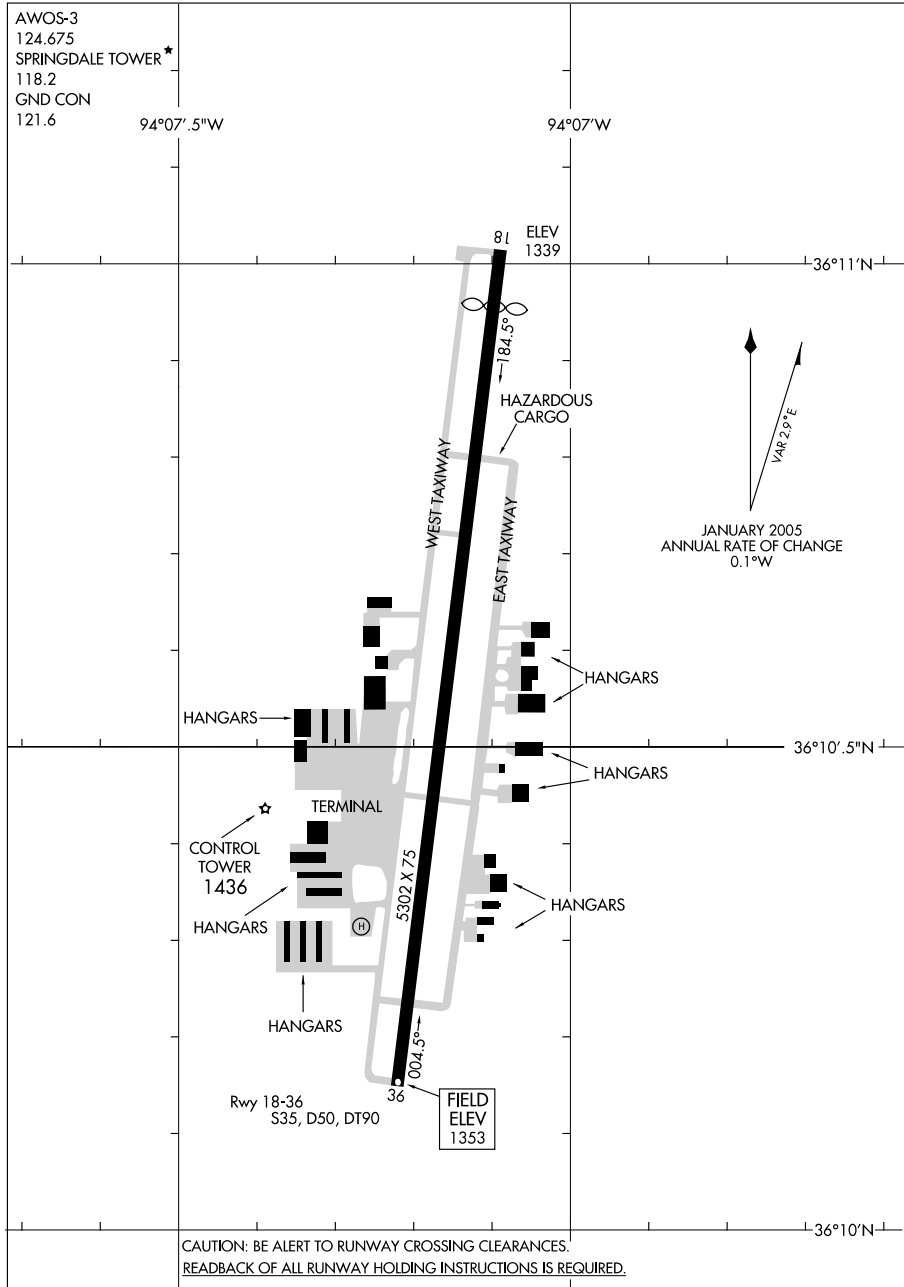


06215

# AIRPORT DIAGRAM

AL-5165 (FAA)

SPRINGDALE MUNI (ASG)  
SPRINGDALE, ARKANSAS



## AIRPORT DIAGRAM

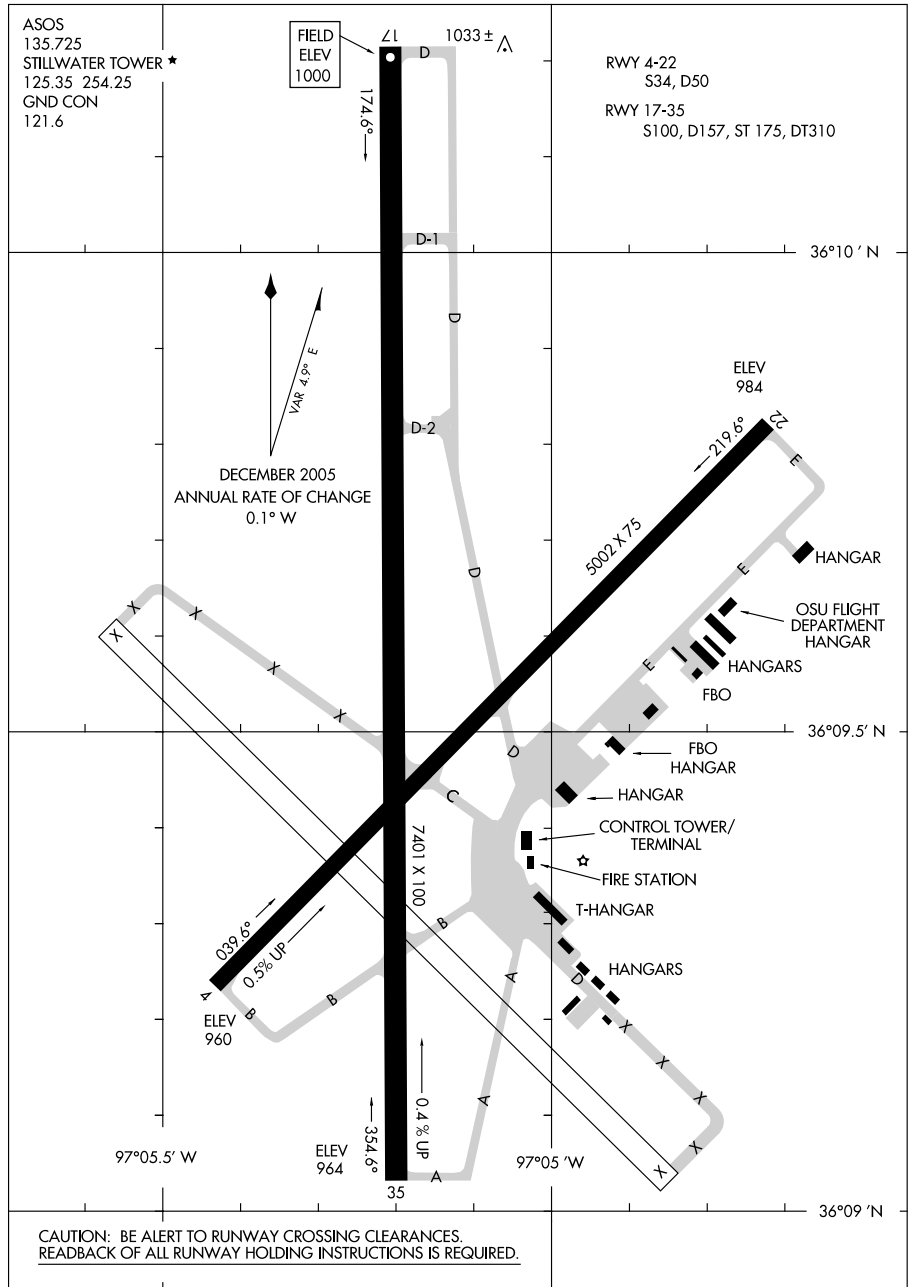
06215

SPRINGDALE, ARKANSAS  
SPRINGDALE MUNI (ASG)

06215

## AIRPORT DIAGRAM

AL-5151 (FAA)

STILLWATER REGIONAL (SWO)  
STILLWATER, OKLAHOMA

## AIRPORT DIAGRAM

06215

STILLWATER, OKLAHOMA  
STILLWATER REGIONAL (SWO)

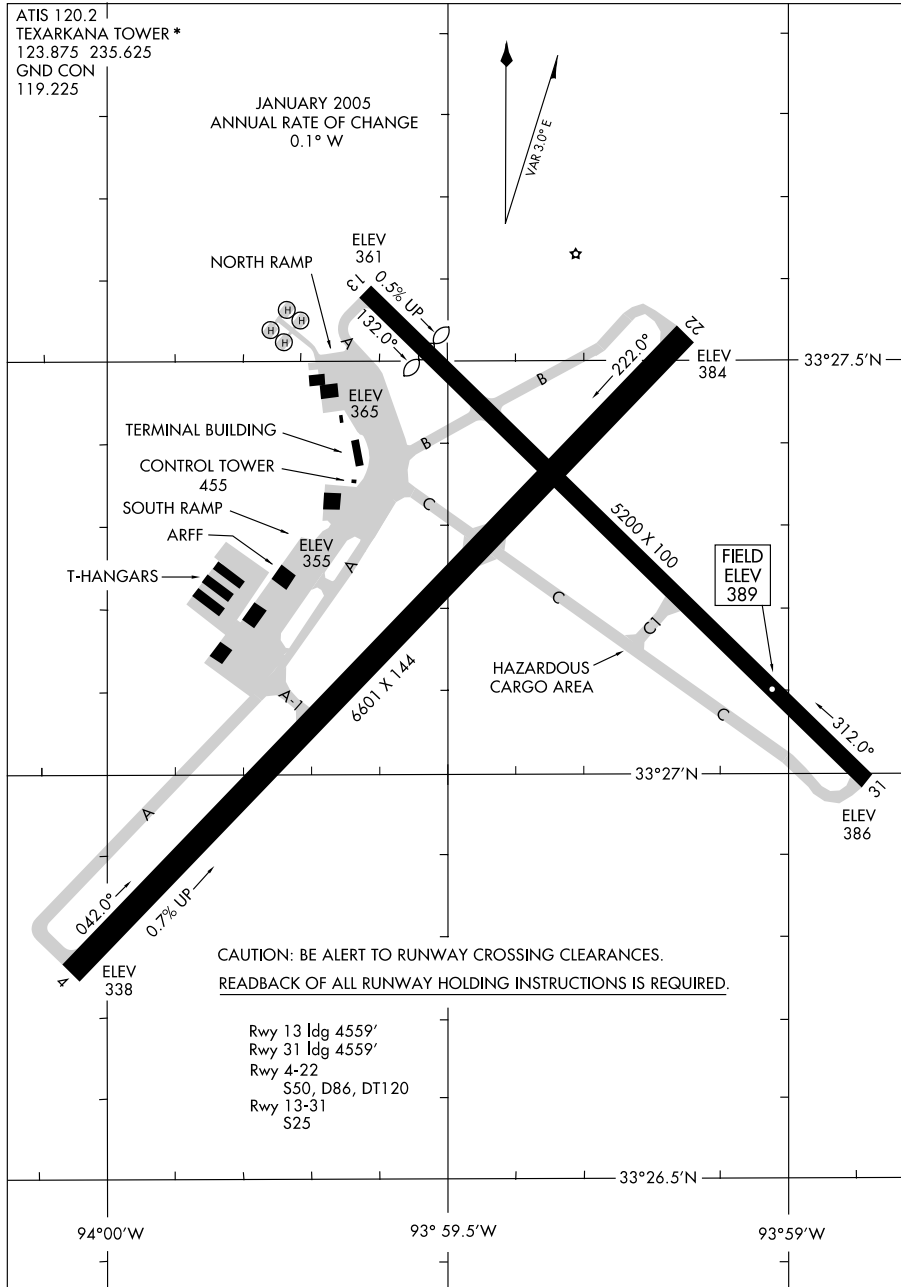
06327

## AIRPORT DIAGRAM

TEXARKANA REGIONAL-WEBB FIELD (TXK)

AL-420 (FAA)

TEXARKANA, ARKANSAS



## AIRPORT DIAGRAM

06327

TEXARKANA, ARKANSAS  
TEXARKANA REGIONAL-WEBB FIELD (TXK)

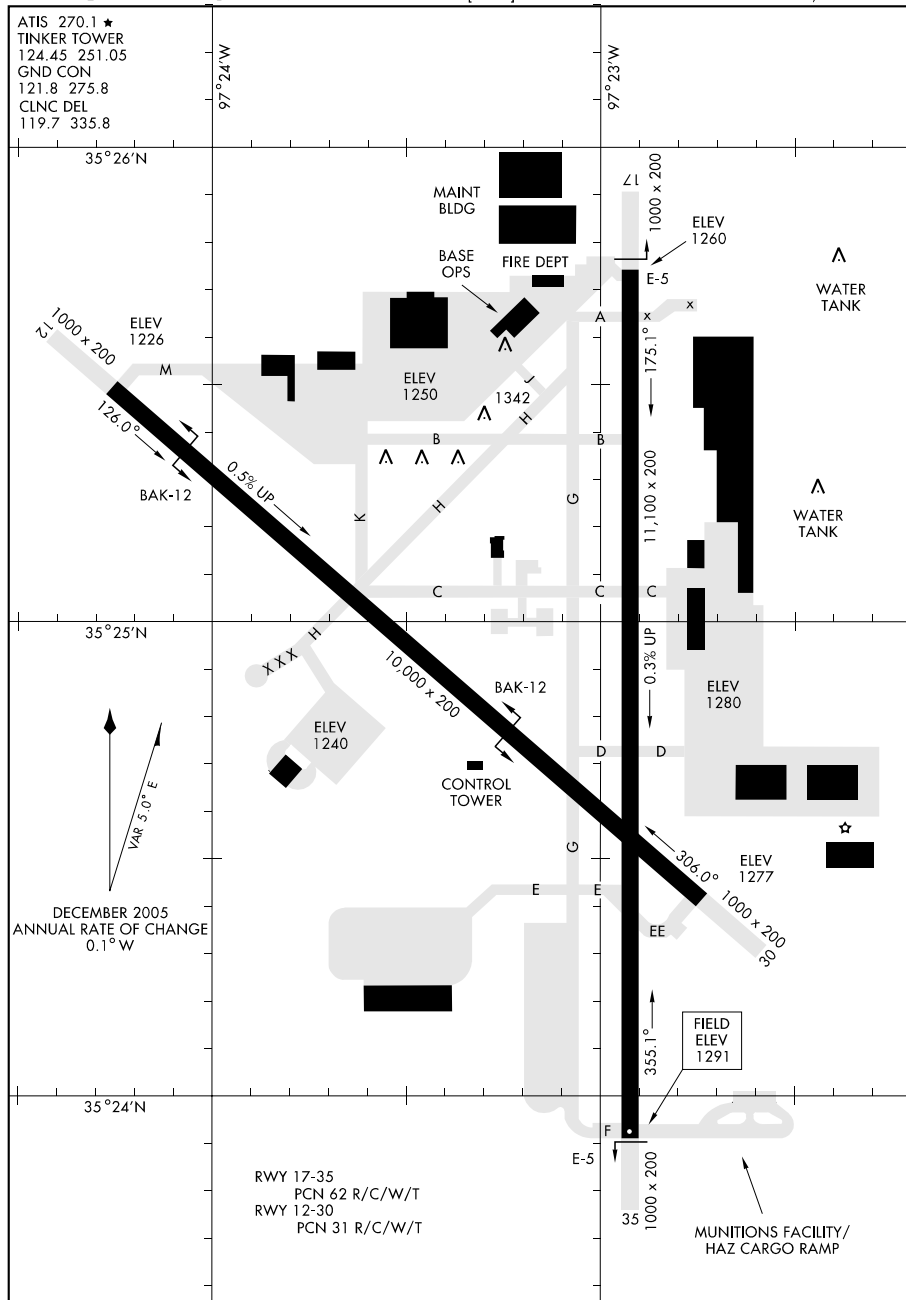
05356

## AIRPORT DIAGRAM

AFD-299 [USAF]

TINKER AFB (KTIK)

OKLAHOMA CITY, OKLAHOMA



## AIRPORT DIAGRAM

OKLAHOMA CITY, OKLAHOMA

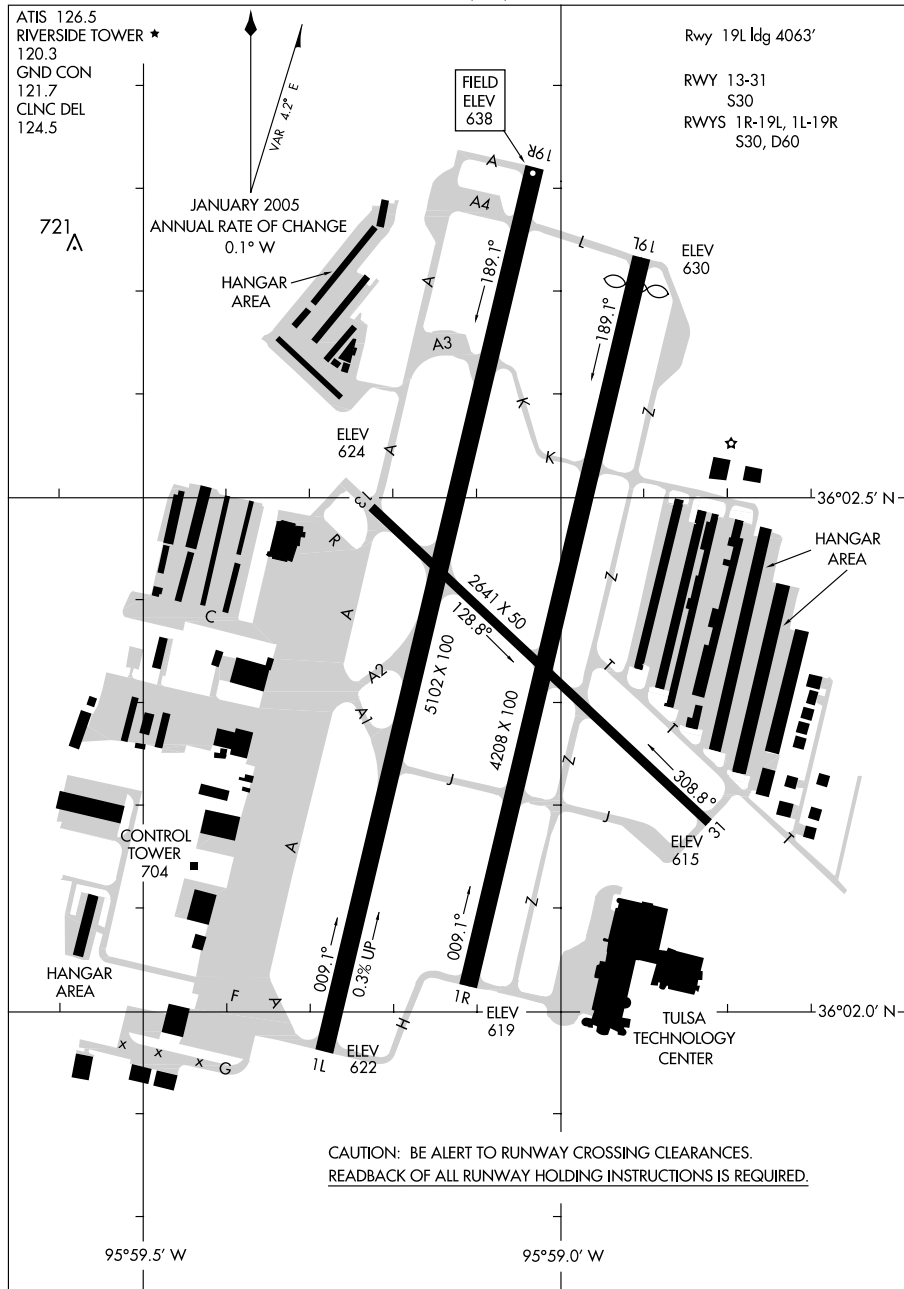
TINKER AFB (KTIK)

06327

# AIRPORT DIAGRAM

AL-5427 (FAA)

TULSA/ RICHARD LLOYD JONES JR. (RVS)  
TULSA, OKLAHOMA



# AIRPORT DIAGRAM

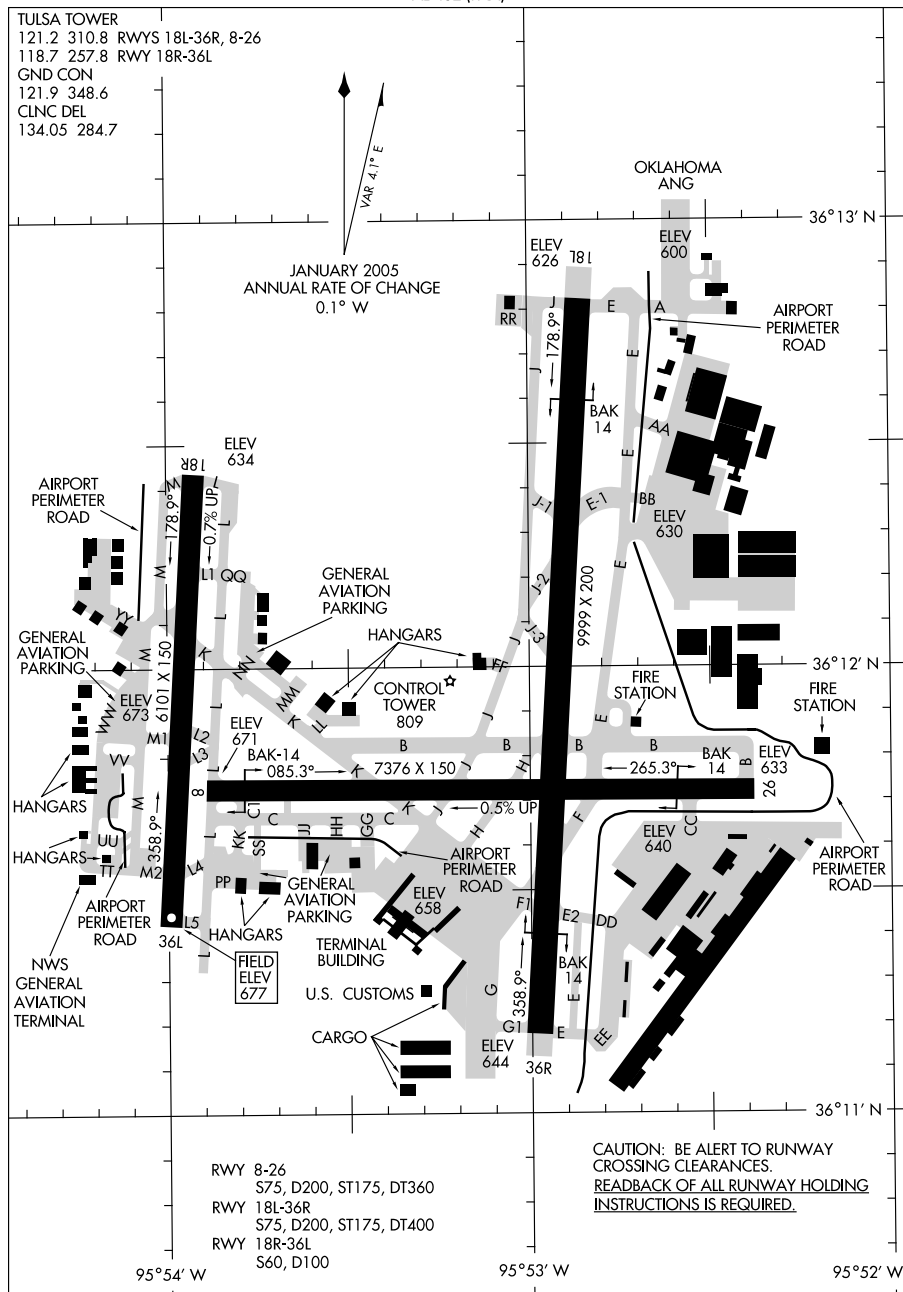
06327

TULSA, OKLAHOMA  
TULSA/ RICHARD LLOYD JONES JR. (RVS)

06215

## AIRPORT DIAGRAM

AL-432 (FAA)

TULSA INTL (TUL.)  
TULSA, OKLAHOMA

## AIRPORT DIAGRAM

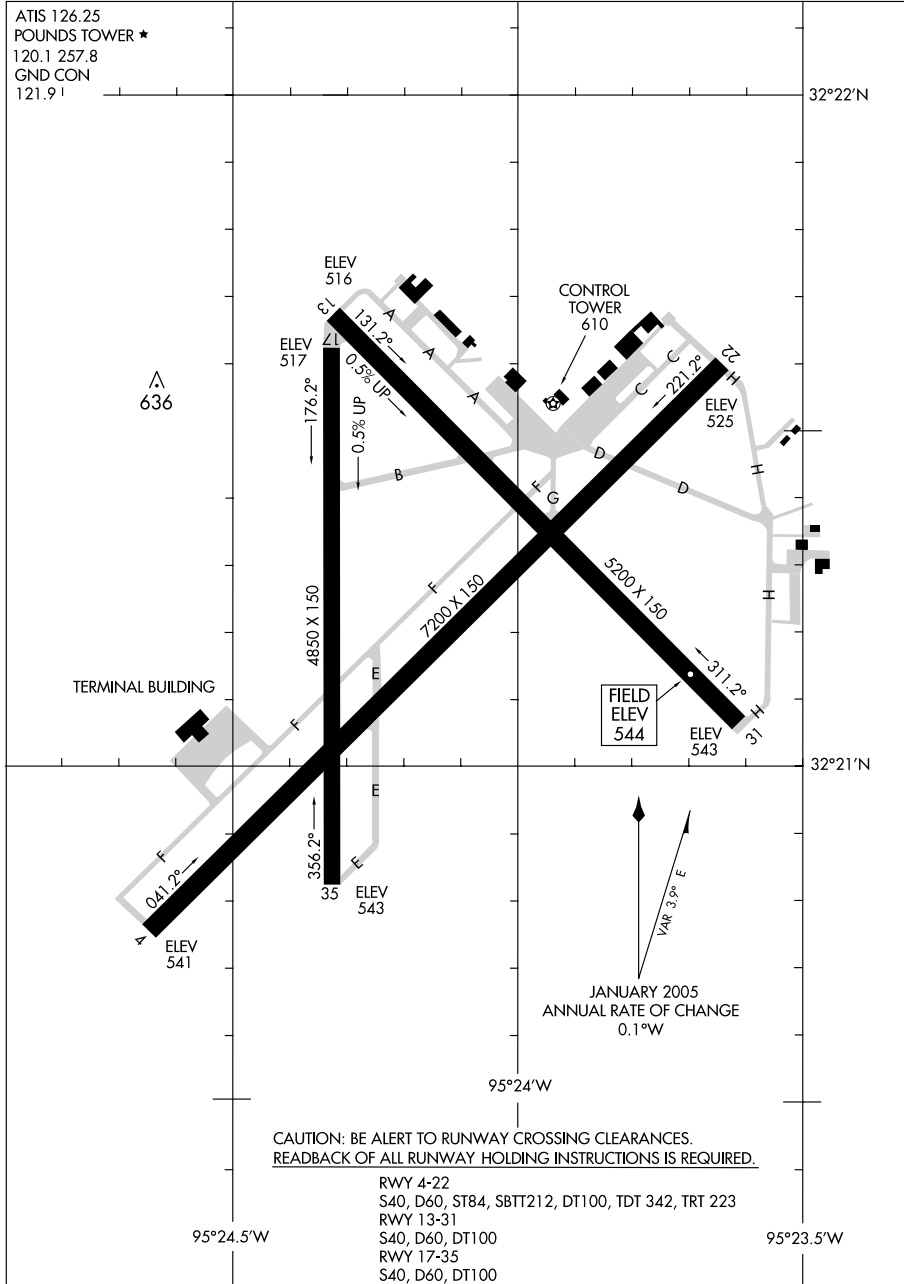
06215

TULSA, OKLAHOMA  
TULSA INTL (TUL.)

06327

## AIRPORT DIAGRAM

AL-622 (FAA)

TYLER POUNDS REGIONAL (TYR)  
TYLER, TEXAS

## AIRPORT DIAGRAM

06327

TYLER, TEXAS  
TYLER POUNDS REGIONAL (TYR)



06299

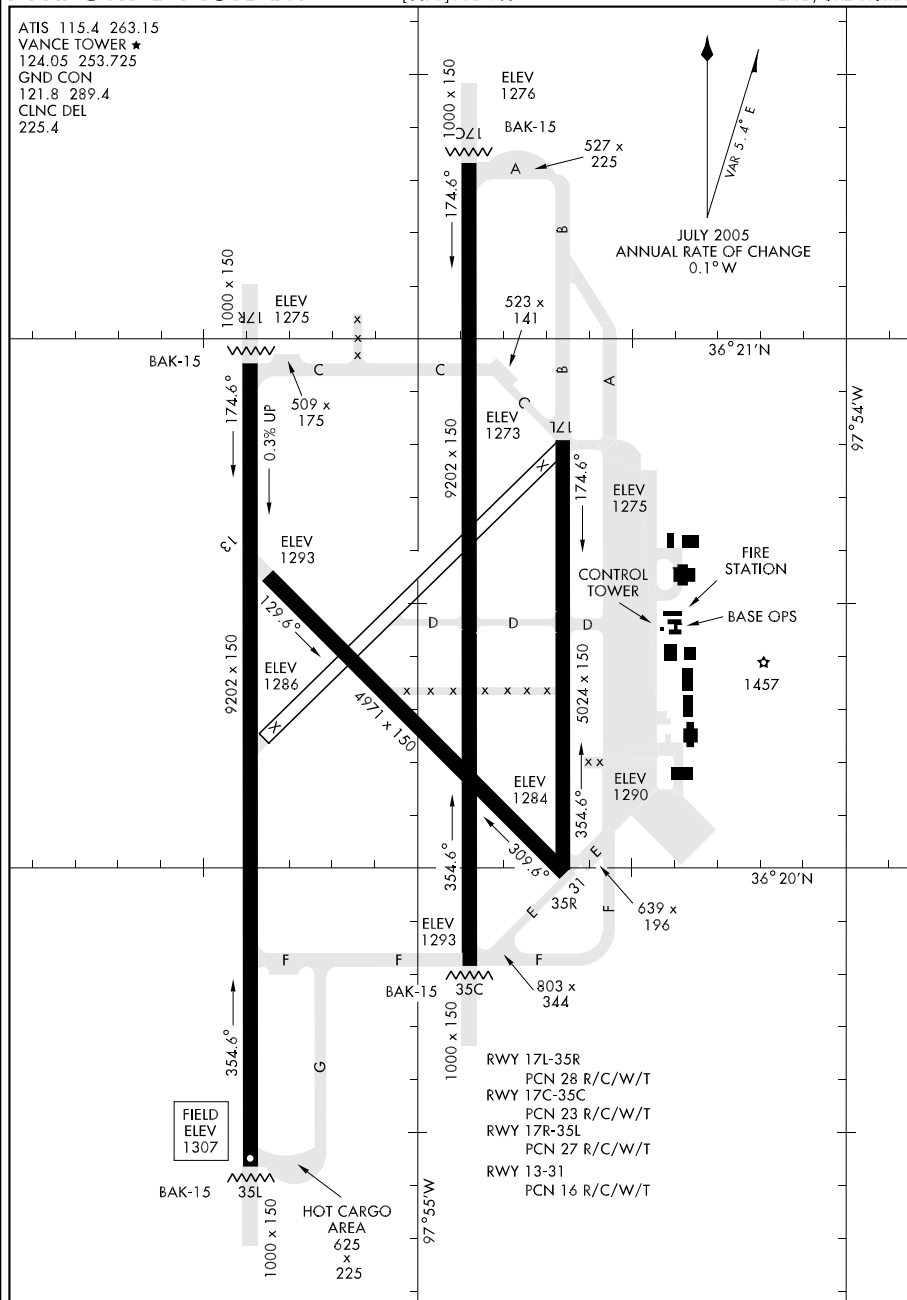
## AIRPORT DIAGRAM

[USAF] AFD-135

VANCE AFB (KEND)

ENID, OKLAHOMA

ATIS 115.4 263.15  
 VANCE TOWER ★  
 124.05 253.725  
 GND CON  
 121.8 289.4  
 CLNC DEL  
 225.4



## AIRPORT DIAGRAM

ENID, OKLAHOMA

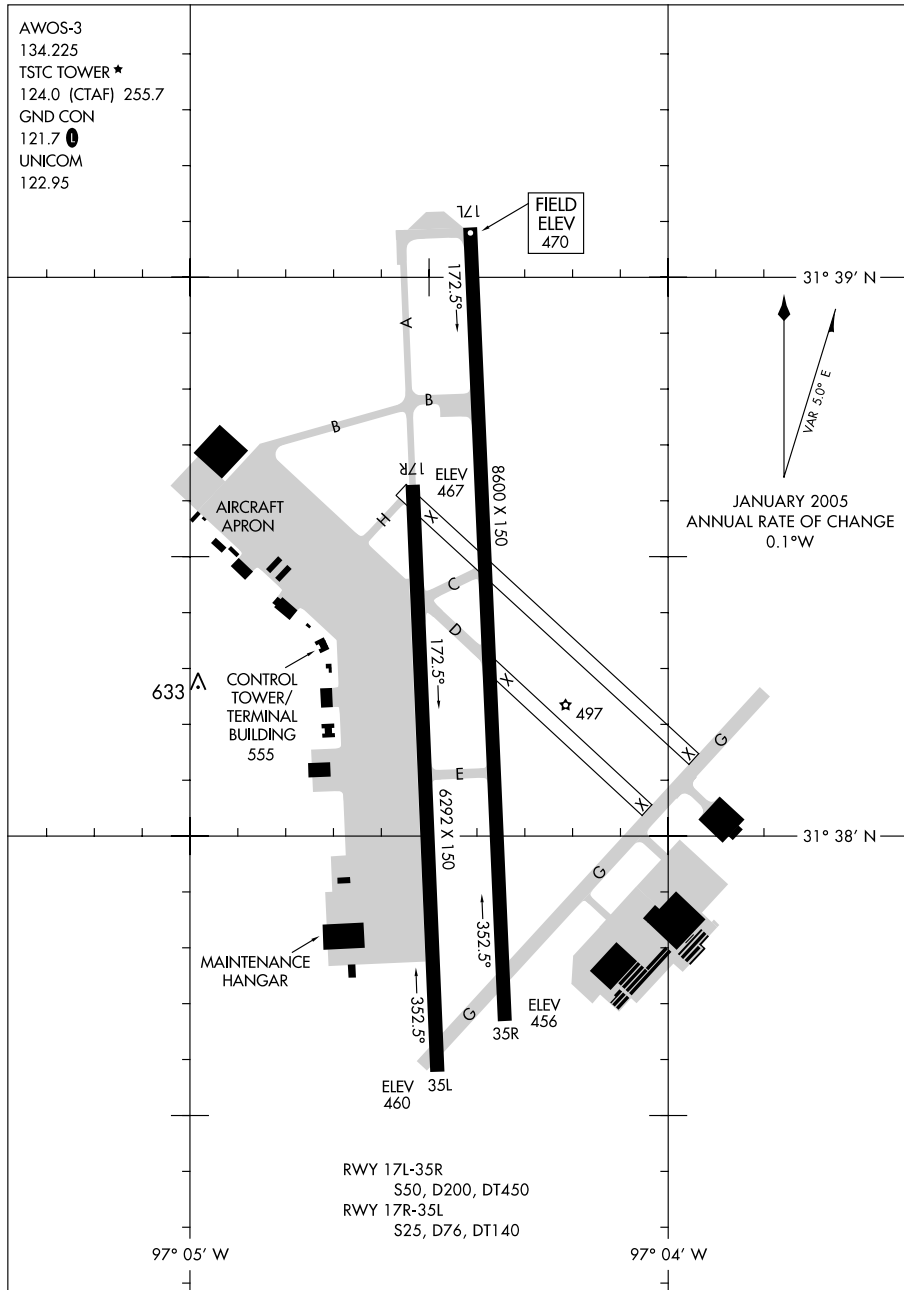
VANCE AFB (KEND)

06327

# AIRPORT DIAGRAM

AL-579 (FAA)

WACO/TSTC WACO (CNW)  
WACO, TEXAS



## AIRPORT DIAGRAM

06327

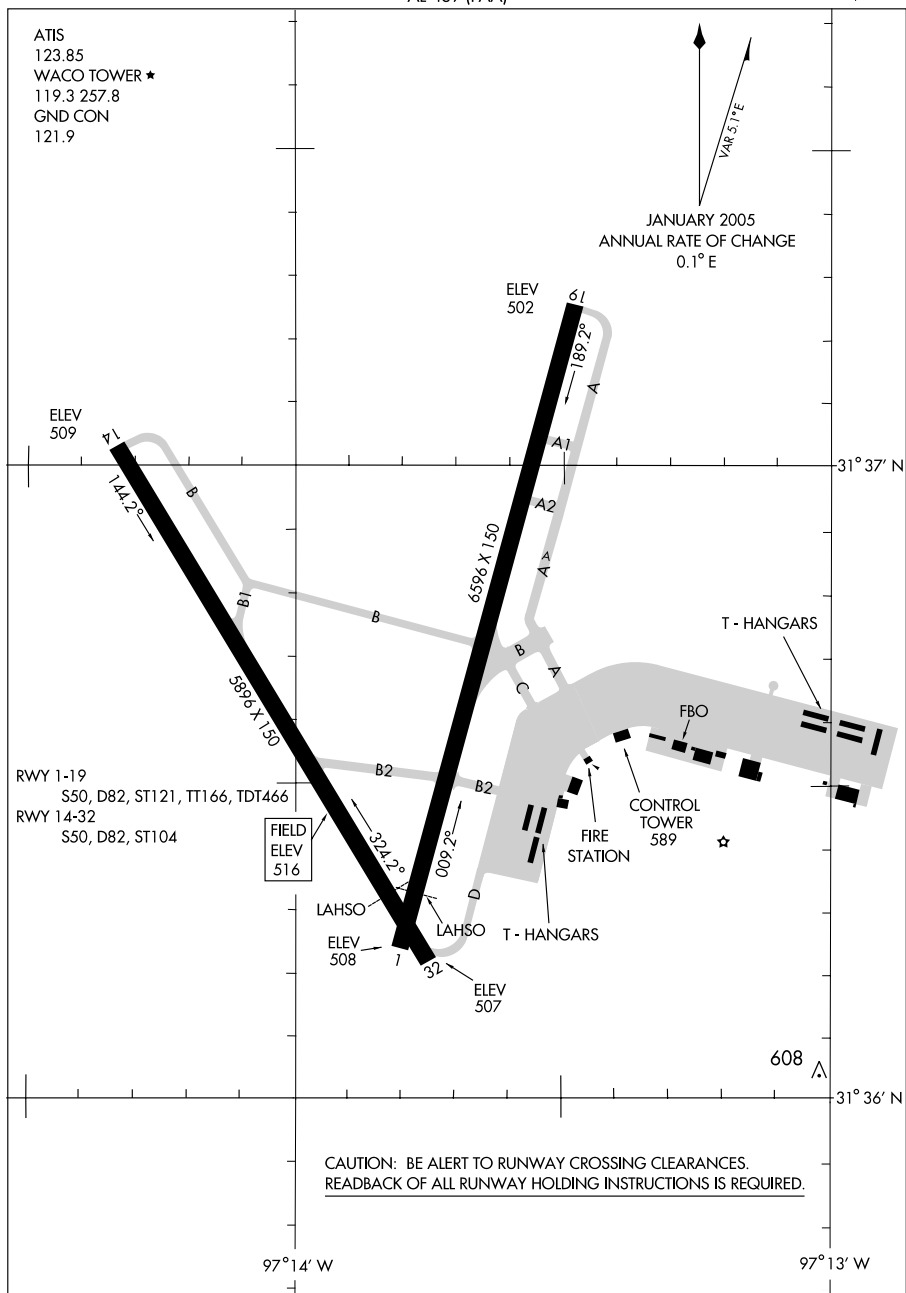
31°38'N-97°04'W

WACO, TEXAS  
WACO/TSTC WACO (CNW)

06327

## AIRPORT DIAGRAM

AL-439 (FAA)

WACO REGIONAL (ACT)  
WACO, TEXAS

## AIRPORT DIAGRAM

06327

WACO, TEXAS  
WACO REGIONAL (ACT)



**INTENTIONALLY  
LEFT  
BLANK**

**INTENTIONALLY  
LEFT  
BLANK**

# NATIONAL WEATHER SERVICE (NWS) UPPER AIR OBSERVING STATIONS (UAOS) AND WEATHER RADAR NETWORK

